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LEGISLATIVE HISTORY

Public Law 24--79th Congress

Chapter 45--1st Session

H. R. 2126

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DIGEST OF PUBLIC LAW 24.

Making appropriations for civil functions administered by the War Department for the fiscal year 1946.

Provides \$24,172,000 for flood control (general) and prohibits the Agriculture Department from using its examination and survey funds except in accordance with priorities approved by the Secretaries of War and Agriculture.

Summary and Index of history on H. R. 2126

January 22-25, 1945	Hearings: House. H. R. 2126
February 12, 1945	House Appropriations Committee reported H. R. 2126, and submitted House Report 105.
February 13, 1945	Debated in House. Passed House as reported.
February 15, 1945	Referred to Senate Committee on Appropriations. Print of bill as referred.
February 28-Mar.1,1945	Hearings: Senate. H. R. 2126.
March 10, 1945	Reported with amendments by Senate Committee on Appropriations. Senate Report 37. Print of bill as reported.
March 12, 1945	Passed Senate as reported.
March 15, 1945	House disagrees to Senate amendment and asks for conference. Senate insists upon its amendments and agrees to conference. House and Senate conferees appointed.
March 20, 1945	Conference Report submitted in House. House Rept. 352.
March 21, 1945	Both houses agree to Conference Report.
March 31, 1945	Approved. Public Law No. 24.

FILE COPY

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR 1946

HEARINGS BEFORE THE SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS HOUSE OF REPRESENTATIVES SEVENTY-NINTH CONGRESS FIRST SESSION ON THE WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR 1946

Printed for the use of the Committee on Appropriations

JAMES F. SCANLON, *Administrative Assistant, Editor*



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WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR 1946

HEARINGS CONDUCTED BY THE SUBCOMMITTEE, MESSRS. J. BUELL SNYDER (CHAIRMAN), JOHN H. KERR, GEORGE H. MAHON, W. F. NORRELL, JOE HENDRICKS, D. LANE POWERS, ALBERT J. ENGEL, AND FRANCIS H. CASE, OF THE SUBCOMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, IN CHARGE OF THE WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL FOR THE YEAR 1946 ON THE DAYS FOLLOWING, NAMELY:

MONDAY, JANUARY 22, 1945.

Mr. SNYDER. Gentlemen, the subcommittee will start hearings this morning on the War Department civil functions appropriation bill, composed in large part of estimates for rivers and harbors, flood-control undertakings, the maintenance and operations of the Panama Canal, and several lesser essential expenditures of a civil nature.

The vicissitudes of politics has changed the membership of our subcommittee since our meetings of last year by the retirement from Congress of the Honorable Joe Starnes, of Alabama, and given us the Honorable W. F. Norrell, of Arkansas, and another "Joe," Joe Hendricks, of Florida. It is a distinct loss to our subcommittee to lose the services of such an able, industrious, and painstaking member as Joe Starnes. We wish him every success in his future undertakings.

We are fortunate, however, to have assigned to our subcommittee such men as Mr. Norrell and Mr. Hendricks. Both are experienced men, not only in legislative affairs but as members of the Committee on Appropriations for quite some time, and bring to us a storehouse of knowledge that will be of great value to this subcommittee. We welcome them here.

On the other side of the table I see familiar faces of men whom the older members of the subcommittee have, through experience, come to respect and trust, and whom, I am sure, the new members will soon regard in the same manner. Among them are Colonel Dubbelde and Colonel Moore of the War Department budget office. They will be standing by to help us with our problems.

QUARTERMASTER CORPS

CEMETERIAL EXPENSES

STATEMENTS OF COL. R. P. HARBOLD AND LT. COL. J. M. ILLIG, QUARTERMASTER CORPS, ACCOMPANIED BY ARCHIBALD RUNNER AND W. A. REICK, QUARTERMASTER CORPS

Mr. SNYDER. We come now to the estimates under the Quartermaster Corps of cemeterial expenses. On page 4 of the subcommittee print we note the estimate calls for \$1,666,000, an increase of \$442,000 over the appropriation for the fiscal year 1945. It is most regrettable

that an increased expenditure is necessary in this item, but we all understand the reasons for it, and if this appropriation will in a small way express our appreciation for those who have so gallantly served their country and alleviate the sorrow of those most directly affected it will have served a double purpose.

Numerous items go to make up this estimate, and we would like to have your explanation concerning them. However, before you proceed, Colonel, we will insert in the record at this point the table on page 2 of the justifications.

(The table referred to is as follows:)

Summary of projects

Project No.	Purpose	Obligations, 1944	Estimated obligations, 1945	Estimate, 1946			
				Recurring	Nonrecurring	Total	Deviation (7) from (4)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
111	Procurement of headstones.....	\$492,587	\$403,646	\$672,000	0	\$672,000	+\$268,354
211	Construction at national cemeteries, including acquisition of land.....	0	8,850	0	64,944	64,944	+56,094
311	Utility service and maintenance and repair of buildings and grounds.....	391,388	324,504	329,516	111,249	440,765	+116,261
411	Operating expenses of national cemeteries, including interments.....	469,455	487,000	478,718	9,573	488,291	+1,291
	Total obligated.....	1,353,430	1,224,000	1,480,234	185,766	1,666,000	+442,000
	Unobligated balance.....	17,028					
	Total estimate or appropriation ¹	1,370,458	1,224,000	1,480,234	185,766	1,666,000	+442,000

¹ Includes \$140,400 provided in the First Deficiency Appropriation Act, approved Apr. 1, 1944.

Mr. SNYDER. You may proceed to explain the four items in the table, Colonel, all of which show increases.

PROCUREMENT OF HEADSTONES

Colonel ILLIG. The amount requested is \$442,000 more than the appropriation for the fiscal year 1945.

The principal increase is for additional headstones, amounting to \$268,354; an increase for maintenance and repair of buildings and grounds amounting to \$116,261; for construction work which should not be deferred, the increase represents an amount of \$56,094. The net increase in other items is \$1,291.

Excluded from this estimate is the requirement of about \$134,000 that will be necessary for the payment of overtime, if the provisions of Public Law 49, Seventy-eighth Congress, are extended to include the fiscal year 1946.

CHATTANOOGA NATIONAL CEMETERY

Mr. SNYDER. Public Law 470, Seventy-eighth Congress, provides for the transfer of the Chattanooga National Cemetery, Chattanooga, Tenn., from the jurisdiction of the Secretary of the Interior to the Secretary of War for administration as other national cemeteries are administered. It also provides for the transfer of any unexpended

balance of funds provided for the administration of this cemetery under the Secretary of the Interior.

Since the law effecting such transfer was approved only on December 7, 1944, I will ask you these questions:

PROVISION FOR CHATTANOOGA NATIONAL CEMETERY

(1) Were the requirements of the Chattanooga National Cemetery considered and provided for in your estimates here before us?

Colonel HARBOLD. No, sir.

Mr. SNYDER. That being so, will you state for the record the amount of funds necessary to maintain this cemetery during the fiscal year 1946?

Colonel ILLIG. As you know the Chattanooga National Cemetery was the responsibility of the Secretary of War prior to the time the Interior Department took it over. Based on our experience prior to June 10, 1933, I feel that \$15,000 is a reasonable estimate of the cost of maintaining that cemetery for one year, broken down as follows:

Light, power, electricity, and water.....	\$120
General repairs to buildings, roads, etc.....	500
Nonstructural improvements.....	2, 880
Pay of permanent personnel.....	10, 695
Fuel.....	400
Miscellaneous supplies.....	325
Communication service.....	80
Total.....	15, 000

This of course would not include any new work or major items of nonrecurring maintenance. I am informed however that the Interior Department has kept the cemetery in excellent condition.

MONEY FOR CHATTANOOGA CEMETERY, FISCAL YEAR 1945

Mr. POWERS. Where will you get the money for the remainder of this fiscal year?

Colonel HARBOLD. The Interior Department is going to turn that over to the War Department. We have been in correspondence with the Interior Department since the transaction was proposed.

Mr. POWERS. That money will be transferred from the Interior Department to the War Department?

Colonel HARBOLD. Yes, sir.

ESTABLISHMENT OF ONE NATIONAL CEMETERY IN EACH STATE AND TERRITORY

Mr. SNYDER. In the last Congress there was introduced, I believe, legislation proposing that there be established in each State and Territory at least one national cemetery and such other cemeteries as may be needed for the burial of war veterans. Your department, I believe, submitted a report on such proposed legislation, and while this is a legislative matter, we would appreciate having a statement from you as to what has been done concerning this proposal.

Colonel HARBOLD. There was a bill introduced, H. R. 3582, concerning that proposition, which went to the Committee on Military Affairs, and there it remained. There was no hearing on it.

The bill was introduced by Mr. Willey, of Delaware. A similar bill, with a few additional proposals, or clauses, has recently been introduced in the Seventy-ninth Congress by Mr. Merrow, of New Hampshire. That bill covers the provisions that were in H. R. 3582, plus some other provisions. That bill is now in the Military Affairs Committee but has not been referred to us for study. It includes practically all the provisions on which our former study was based.

Mr. MAHON. Have you discussed the legislation to which you refer with Chairman May, of the House Committee on Military Affairs?

Colonel HARBOLD. We have not discussed that with him at all; no, sir.

Mr. MAHON. The War Department has not discussed it with him?

Colonel HARBOLD. Not that I know, sir. The bill provides that there be at least one national cemetery in each State; that in States of over 500,000 population, such additional cemeteries as may be necessary; it also provides for the extension of existing cemeteries where that is practical and justified.

(Discussion off the record.)

Mr. ENGEL. I sincerely hope that they will not handle the cemetery situation in Michigan like they did the veterans' hospital situation, where there were 196,000 veterans without a medical or surgical bed in the State of Michigan. They were sending these veterans three or four hundred miles to be hospitalized and sometimes to die.

Mr. MAHON. Are the recommendations of the War Department as to cemetery locations official?

Colonel HARBOLD. I do not know about that.

Mr. MAHON. Have you made a public announcement about that?

Colonel HARBOLD. Not that I recall.

(Discussion off the record.)

REPLACEMENT OF LODGE BUILDING, FAYETTEVILLE NATIONAL CEMETERY, KEOKUK NATIONAL CEMETERY

Mr. MAHON. I have gone through your estimates here, having in mind this fact, of which we are all aware, that we have a great manpower shortage. Of course, our monetary situation is not too good. I have also had in mind the fact that we want to create all the jobs we can after the war, and we do not need to try to create employment now. We want to decrease the amount of Government employment as much as we can.

On page 8 of your justifications you say, in connection with an item for the replacement of a lodge [reading]:

The lodge at the Fayetteville National Cemetery was constructed in 1870. The foundation is of sandstone, the walls are of brick. The structural timbers have decayed, the sandstone foundation has deteriorated, causing the building to be unsafe for habitation. Repairs to the existing structure would exceed the cost of a new lodge.

I do not doubt that a new lodge is desirable. Of course, I understand that you cannot build a very adequate new lodge now for \$10,000. But after the war you might be able to do much better.

I am wondering if you have gone through the estimates with a fine-toothed comb and eliminated everything you possibly can, considering the manpower situation that is confronting us at the present time.

Colonel HARBOLD. Yes, sir. Those two lodges we have asked for, at the Fayetteville National Cemetery and the Keokuk National

Cemetery, are the two sorriest-looking homes we have for our caretakers. They were built back in 1870. They cost originally about \$2,500, and we have put on repairs over a period of years amounting to \$15,000 or \$20,000, trying to keep them going, and now they are in such condition that you can scarcely repair them.

Also, we have probably 20 others almost equally as bad, but we were able to convince the Bureau of the Budget this time that those two lodges really had to be replaced. It was a very difficult task to convince them, but we succeeded. It was a very costly repair job heretofore, and they were thoroughly convinced that we should have new lodges.

At Keokuk it is particularly pertinent that we have a new lodge, because we have recently acquired a piece of land alongside our present cemetery. It is now possible to landscape and improve that section, but the old lodge remains an eyesore and is almost uninhabitable.

Mr. MAHON. I am not disputing the necessity of this work, but suppose we put that off until the fiscal year 1947, would it not be better?

Colonel HARBOLD. We have the estimates made up on the supposition that we are able to get a very presentable lodge there for \$10,000. Frankly, I can say this, that we have put some of these items in year after year and they have taken them out year after year. We finally convinced the Bureau of the Budget that these two are absolutely necessary.

Mr. MAHON. Despite the war, even if it goes on for 10 years, you still want these now?

Colonel HARBOLD. Yes, sir. They are in a very deplorable condition.

REPLACING FLAGPOLE, JEFFERSON BARRACKS, ST. LOUIS, MO.

Mr. MAHON. On page 33 of your justifications I notice there is an estimate for replacing a flagpole at a cost of \$2,300. That is a rather small item in your estimate, but I was wondering if you could not wait until there is a greater need for utilizing employment?

Colonel HARBOLD. Yes, we can wait; but these items are the irreducible minimum. We could multiply the number of these by 8 or 10, both of flagpoles and lodges. We have been trying to keep these flagpoles intact. Our engineer has examined this particular one, and the service command inspectors have examined it and reported on it year after year.

REQUESTED APPROPRIATION

Mr. MAHON. Your request is for about \$1,600,000?

Colonel HARBOLD. Yes, sir.

Mr. MAHON. How much money did you ask the Budget for?

Colonel ILLIG. We asked for \$1,919,327, a sum of \$253,327 more than we are asking for here.

Mr. MAHON. What was the nature of the items that they threw out.

Colonel HARBOLD. Some construction, and for maintenance, mostly.

Mr. MAHON. What were some of the large items that were not allowed?

Colonel ILLIG. For temporary labor requirements take the Bureau of the Budget made a reduction of 52 man-years amounting to \$75,047. A further reduction was made under project 311, object classification

07, of \$117,385. This sum is broken down as follows: For general repairs and alterations to buildings and roads, \$5,298; for construction, incident to replacement of entrance gates, Knoxville National Cemetery, \$1,220; for extension of water system at the Alexandria National Cemetery, \$1,000; for repairs and the general resurfacing of roads at the Arlington National Cemetery, \$17,507.

Further reductions at Arlington were \$28,680 for the extension of an iron fence, and \$24,400 for necessary repairs to the amphitheater.

The Fort Leavenworth project was reduced by \$14,280, which included a \$7,500 reduction for the removing and replacing of the existing rostrum and a \$6,780 reduction for removing and replacing the existing iron fence at the cemetery.

Mr. MAHON. Are there any other items of considerable proportions?

Colonel ILLIG. There is one item under object classification 09, in project 411, a reduction of \$31,631 for the procurement and installation of equipment.

Mr. MAHON. That was a total reduction by the Bureau of the Budget of how much?

Colonel ILLIG. That was a total reduction of \$253,327.

CEMETERY SITUATION IN FLORIDA

Mr. HENDRICKS. What is the cemetery situation in the State of Florida, and where are your cemeteries?

Colonel HARBOLD. We have one at St. Augustine and we have one at Barraneas.

(Discussion off the record.)

BURIAL OF VETERANS IN HOME CEMETERIES

Mr. NORRELL. I am concerned about the use of these cemeteries rather than the multiplicity of them. In my State I think most of the veterans' mothers who have lost sons would probably desire that they be buried in their family cemeteries. I am wondering whether we are going actually to find that is true in the case of most of the cemeteries throughout the country. What has been your reaction to that?

Colonel HARBOLD. We have projected the number of sites of cemeteries on the percentage of veteran population that we thought would seek interment in national cemeteries. We have taken only one-sixth of the number of veterans as the ones who would probably select the national cemetery. That is about what our figures established when the dead were returned after the First World War. Of the 45,000 we sent home some 5,250 were buried in the Arlington Cemetery.

Mr. NORRELL. You think you have been conservative in your estimate of the use of these national cemeteries, do you not?

Colonel HARBOLD. Personally, I think we are very conservative. We suggested raising that percentage factor to 33½, but after informally discussing the question with the Under Secretary's office we used the 16½ percent factor.

(Discussion off the record.)

HEADSTONES FOR SOLDIERS MISSING IN ACTION

Mr. HENDRICKS. Some time ago a number of people brought my attention to the fact that in the cases of some men reported missing in action they asked for a headstone for those soldiers. I think the War Department took the position that they did not want to do that until it was conclusively established that they were lost in action.

What about that?

Colonel HARBOLD. The law states that markers will be provided for marking the graves of veterans, soldiers, sailors, and so on. In marking graves, our interpretation of that is that it means that there is a body in that grave, so we have at no time purchased stones from our appropriation for anything but a grave. We have received letters also about memorial stones, saying that the body may not be recovered or returned. If we provided memorial stones you could see how that would affect all our planning. We would not know how many there would be, and it would take up much space in our national cemeteries where available grave sites might be limited.

Mr. HENDRICKS. Would the War Department object to the law being amended to provide for memorial stones where the body is missing?

Colonel HARBOLD. I could not state that.

Mr. HENDRICKS. Would that come to you?

Colonel HARBOLD. It would come to the Quartermaster General; yes, sir.

PROCUREMENT OF HEADSTONES

Mr. POWERS. Colonel Harbold, how many headstones does this \$572,000 provide for?

Colonel HARBOLD. Fifty thousand. We estimate that 57,536 will be our requirements for the fiscal year 1946, so we are going to provide 50,000, with a carry-over of 7,536 for the 1947 estimate. We find that each year we have a carry-over, so we have broken this down that way.

Mr. POWERS. How many were provided for last year?

Colonel ILLIG. 32,524.

Mr. POWERS. That is an increase of about 17,500?

Colonel ILLIG. Yes, sir.

CONSTRUCTION AT NATIONAL CEMETERIES INCLUDING ACQUISITION OF LAND

Mr. POWERS. Under your item for project 211, for construction at national cemeteries, including the acquisition of land, what land are you acquiring?

Colonel HARBOLD. We are not acquiring any land.

Mr. POWERS. Then why do you include the acquisition of land?

Colonel HARBOLD. That is included in the title of the project.

Mr. POWERS. You are not providing for any land at all?

Colonel HARBOLD. No, sir.

Mr. POWERS. Getting back to the Portland, Oreg., Cemetery, which we discussed off the record, and which has been authorized by law, is there a real necessity for a cemetery at Portland?

NATIONAL CEMETERY AT PORTLAND, OREG.

Colonel HARBOLD. Yes, sir; there is a real necessity for that. There is no national cemetery in Washington State or in Oregon.

Mr. POWERS. Where is the closest one?

Colonel HARBOLD. At the Presidio, San Francisco, or the Golden Gate in San Francisco. The next closest one would be at the Custer Battlefield in Montana.

Mr. POWERS. There is nothing in Washington or Oregon?

Colonel HARBOLD. There are 20 States without a national cemetery.

Mr. POWERS. Is there one in Oregon?

Colonel HARBOLD. No, sir; nor in Washington or the New England States.

Mr. POWERS. Has anything been authorized in the New England States?

Colonel HARBOLD. No, sir; only in the State of Oregon.

Mr. POWERS. I am talking about actual authorization. You have an actual authorization for Portland?

Colonel HARBOLD. Yes, sir; we have that.

Mr. POWERS. Have you ever asked the Budget for money for the Portland Cemetery?

Colonel HARBOLD. No, sir.

Mr. POWERS. Why not, if it is necessary?

Colonel HARBOLD. As I understand it, the Senate added money for that to an appropriation bill, but the House did not approve it.

Mr. POWERS. My question was whether you have ever asked the Budget for that money?

Colonel HARBOLD. No, sir; it has never been asked for.

Mr. POWERS. My second question was, if that is necessary, why have you not asked for it?

Colonel HARBOLD. The original bill was passed in 1941. Since I have been here—I came here in July 1943—the only action that has been taken was the passage of the appropriation by the Senate. I have not gone into individual national cemeteries at all, or suggested that money be appropriated for them, because we were told nothing would be considered by the Bureau of the Budget. They had a copy of a memorandum from the Executive which indicated that favorable consideration would not be given requests for funds for establishing national cemeteries during the present emergency.

Mr. POWERS. Where did you get that?

Colonel HARBOLD. That was a memorandum addressed to the Secretary of War on legislation pertaining to Portland.

Mr. POWERS. You mean the President said he would not approve any authorization for funds?

Colonel HARBOLD. Yes, sir; we have a copy of that.

Mr. POWERS. Are there any funds here?

Colonel HARBOLD. No, sir.

Mr. MAHON. Would you need national cemeteries in the whole of the New England States where you have none now equally as much as you would need one at Portland?

Colonel HARBOLD. Yes, sir.

(Discussion off the record.)

STATES WITHOUT NATIONAL CEMETERIES

Mr. MAHON. Could you build these cemeteries if they were authorized; could you put a cemetery in New England, if you had the money?

Colonel HARBOLD. The policy of the War Department, I believe, has been that we have to have legislation authorizing the cemetery.

(Discussion off the record.)

Mr. ENGEL. Will you furnish the committee with a list of the States which have no national cemeteries?

Colonel HARBOLD. Yes, sir.

(The list requested is as follows:)

STATES WITHOUT NATIONAL CEMETERIES

Arizona	Michigan	South Dakota
Colorado	Nevada	Utah
Connecticut	New Hampshire	Vermont
Delaware	North Dakota	Washington
Idaho	Ohio	Wisconsin
Maine	Oregon	Wyoming
Massachusetts	Rhode Island	

Mr. ENGEL. Is not the need in Michigan as great as in some other places, and is not the need in some of the places as great as it is in Michigan?

Colonel HARBOLD. It is greater, in many instances, according to the population. I would say the degree of need would be based on the number of veterans in the respective States.

Mr. ENGEL. What about New England?

Colonel HARBOLD. In New England there are no national cemeteries.

Mr. NORRELL. I do not think my State wants one unless there is a real need.

Mr. ENGEL. I think when we come to the question of national cemeteries that that should be determined with one thing in mind, and that is, what is the best interest of the Nation at large in the years to come.

I think everyone remembers a time when we, as children, marched to a little cemetery with only a few graves and helped put flags on the graves of the soldiers that were buried there. In cemeteries, both large and small, in the cities and villages of the Nation, we find on every Decoration Day children with flags marching to these cemeteries and decorating the graves of soldiers buried there. That is one of the most effective lessons in patriotism that can be taught. If you only have one or two cemeteries in each State, then you have deprived the children of the greatest lesson in patriotism, when the children march to the cemeteries and decorate the graves of the soldiers coming from each of those little communities who have died for their country.

I think it is a mistake to try to concentrate the burial of the dead in a few cemeteries in the country.

BEVERLEY NATIONAL CEMETERY

Mr. POWERS. Is there anything in this estimate other than the usual provision for maintenance, for the Beverley National Cemetery at Beverley, N. J.?

Colonel HARBOLD. No, sir; there is just money for the usual maintenance.

OFFICERS AND CIVILIAN PERSONNEL IN WASHINGTON OFFICE

Mr. POWERS. How many officers do you have in the Washington office attached to the Cemeterial Division?

Colonel HARBOLD. We had six, and one reported Saturday, making seven.

Mr. POWERS. How many civilian personnel have you in the Washington office?

Colonel HARBOLD. Our civilian personnel consists of about 85. In addition to national cemeteries, which is only one branch of our Division, the large amount of our current work is in connection with the American Graves Registration Service overseas right now.

Mr. POWERS. Are you handling that?

Colonel HARBOLD. Yes, sir; that is the greatest amount of work we have; most of our personnel is on that. In our Registration Branch we have three-fourths of our Washington personnel engaged on that.

Mr. POWERS. That is a very important matter?

Colonel HARBOLD. Yes, sir; it is.

Mr. ENGEL. Going back to the item of \$2,300 for a flagpole, what is that made of, steel?

Colonel HARBOLD. Yes, sir; the flagpole is a tubular steel sectional pole, 75 feet in height.

Mr. ENGEL. It seems to me like that is a lot of money for a flagpole.

Colonel HARBOLD. It has to have a substantial, appropriate base, which is included in the estimated costs.

Mr. ENGEL. You have no land acquisition for cemeteries in this bill at all?

Colonel HARBOLD. No, sir.

Mr. ENGEL. Do you contemplate purchasing any land?

Colonel HARBOLD. If the new national cemetery program goes through we will probably have to, in some instances, but we are not going to purchase any land if it can be acquired in other ways. There are some States which have already offered land for this purpose. No money is provided in this bill for that purpose.

(Discussion off the record.)

Mr. SNYDER. Thank you very much for your statement, Colonel.

MONDAY, JANUARY 22, 1945.

SIGNAL CORPS

ALASKA COMMUNICATIONS SYSTEM

STATEMENT OF COL. JAMES T. WATSON, Jr., ACCOMPANIED BY MAJ. ALLAN B. SLOSS, SIGNAL CORPS

OPERATION, MAINTENANCE, AND IMPROVEMENTS

Mr. SNYDER. The next estimate before the committee is for the Alaska communications system. We are again pleased to have with us Colonel Watson, whom we are always glad to see, because he knows his subject.

Colonel WATSON. Thank you, sir.

Mr. SNYDER. Colonel Watson, I see the estimate continues at the same level as for the past 3 years.

Colonel WATSON. That is right.

Mr. SNYDER. Does this mean that the cost of this service from the civilian or commercial standpoint has been frozen at the sum of \$227,840 and the increased cost of the service paid from another appropriation?

Colonel WATSON. Yes, sir. Military funds are used to pay anything over the \$227,840.

Mr. SNYDER. What was the date it was frozen at that level?

Colonel WATSON. It was about 3 years ago.

Major SLOSS. In 1943.

Mr. SNYDER. Was that as of a particular date?

Colonel WATSON. It was for the fiscal year 1943. The same amount we are requesting for the fiscal year 1946 was appropriated for each of the fiscal years 1943 to 1945, inclusive.

Mr. SNYDER. The fiscal year. Why was it frozen at that time?

Colonel WATSON. It was frozen at the time this country entered the war. It was realized that military requirements would overshadow the civilian requirements. The appropriation was frozen at the pre-war level to facilitate the transition back to peacetime operation.

Mr. SNYDER. The other appropriations and costs are paid from what sources?

Colonel WATSON. "Signal service of the Army," principally. The "Pay of the Army" covers the pay of military personnel.

Mr. SNYDER. Does the Navy have anything in there, not a part of your signal service?

Colonel WATSON. Yes, sir. They have limited tactical communication facilities in Alaska.

GENERAL STATEMENT

Mr. SNYDER. Do you have a general statement covering these matters?

Colonel WATSON. Yes, sir.

Mr. SNYDER. We will hear you, without interruption.

Colonel WATSON. The Alaska communication system provides the framework for all communication in Alaska, both civilian and military. It has been operated by the Signal Corps since 1901. You are familiar with the system and its mission.

During the pre-war period the system comprised 22 stations, 21 in Alaska and 1 at Seattle. As of 18 January 1945 there are 38 stations, 1 at Seattle and the balance distributed over the whole of Alaska Department.

For the fiscal year 1944 the value of War Department traffic increased 55 percent over the 1943 figure.

We have had a steady upward trend in traffic over quite an extended period. The value of commercial traffic, however, decreased 20 percent from \$1,035,750 in fiscal year 1943 to \$831,235 in fiscal year 1944. These receipts are still more than double the pre-war level of approximately \$375,000 a year. Commercial revenue is not used to cover expenses of the system but is turned into the Treasury as "Miscellaneous receipts."

Other indices of activity serve to show the exceptional growth of the system. Traffic, as measured by messages handled, increased from 3,770,689 in fiscal year 1942 to 9,153,315 in fiscal year 1943 and to 10,978,552 in fiscal year 1944. For the first 6 months of fiscal year 1945 messages handled totaled 6,825,363, indicating a new high annual rate of 13,650,000. Telegraphic money orders handled by the System totaled \$5,848,573 in value in fiscal year 1942, rose to \$35,131,720 in fiscal year 1943, and they have declined to \$17,852,660 in fiscal year 1944. For the first quarter of the fiscal year 1945 these money orders indicated a further decline and totaled \$3,121,993, but in the second quarter the value rose to \$3,662,902, showing a total value of \$6,784,895 for the first half of fiscal year 1945. This total of \$6,784,895 compares with a figure of \$7,800,000 in the corresponding half of the previous fiscal year.

The substantial increase in activities of the Alaska communication system above peacetime levels required increased expenditures. This estimate, however, requests an appropriation for fiscal year 1946 identical with the amounts appropriated in fiscal years 1943 through 1945. Military funds will care for the added requirements.

COST OF SERVICE TO MILITARY

Mr. SNYDER. Can you give us the amount of the cost of the service that is borne by the military appropriation?

Colonel WATSON. Approximately nine and a half million dollars in fiscal year 1944.

Mr. SNYDER. For 1945 what do you estimate it will be; more or less?

Colonel WATSON. It is probable that it will be a little less; not much, but somewhat less.

Mr. SNYDER. Will further presentation of this matter be made when we consider the military appropriation bill?

Colonel WATSON. Military estimates will provide for the added costs of the system; these will come up later in the year.

EARNINGS OF SYSTEM

Mr. SNYDER. Have you given us the 1944 earnings of the system that have been deposited in the Treasury?

Colonel WATSON. No, sir.

Mr. SNYDER. Will you supply that?

Colonel WATSON. We deposited in the Treasury \$447,000; the income was \$831,000.

Mr. SNYDER. What is done with the difference?

Colonel WATSON. It went into a revolving fund that is held temporarily at a million and a half dollars. It is used to finance telegraphic money transfers, which totaled about \$18,000,000 in the last fiscal year.

Mr. SNYDER. Has your experience shown that it is wise and economical to keep this revolving fund at about that figure?

Colonel WATSON. The amount required will depend on how much money is being transferred; we have found it is well to have this much; and if the transfers should drop, then the amount could be reduced. It is used only to finance telegraphic money transfers.

Mr. POWERS. All of this money goes back into the Treasury, does it not?

Colonel WATSON. The commercial receipts; yes, sir.

About 7 percent of the traffic of the system last year was commercial, and we collected \$831,000 for that service.

The total expense of the system is around \$10,000,000; 7 percent of this would be \$700,000, chargeable to commercial traffic, with no adjustment for capital investments made for military purposes. Commercial traffic is more than carrying its share of the burden.

BASIS FOR REQUEST FOR APPROPRIATION

Mr. MAHON. Colonel Watson, will you explain to me the situation which has brought about the request for the identical amount of money for the past 3 years and the same amount you request for this year?

Colonel WATSON. The amount was frozen on the assumption that civilian requirements, although showing growth, are relatively stable and will continue into the post-war period. Military requirements, on the other hand, will vary tremendously. The simplest method to quickly meet military needs and to take advantage of an existing, efficient, and experienced organization was to use this system as a framework and expand it to meet military requirements; additional funds to be provided from military sources. Maintenance of this appropriation at approximately the pre-war level should greatly aid in the eventual shift to normal peacetime operation.

Mr. MAHON. In other words, you are trying to hold it to this \$227,840?

Colonel WATSON. Yes, sir; based on the picture before military necessity dominated the situation.

Mr. MAHON. It is not significant, actually?

Colonel WATSON. Possibly not at this time. We have made a distribution of these obligations based on pre-war experience.

Mr. MAHON. There would not be any personnel in this appropriation?

Colonel WATSON. There is some personnel; yes, sir.

Mr. MAHON. Are you requesting any new personnel?

Colonel WATSON. No, sir.

Mr. MAHON. What is the personnel involved?

Colonel WATSON. This estimate provides for the pay of 48 civilians.

Mr. ENGEL. On page 91 of your justification it says \$98,000.

Colonel WATSON. Yes, sir.

Mr. MAHON. Is that military personnel?

Colonel WATSON. No, sir; that is civilian personnel.

Mr. MAHON. That is civilian personnel, and are you asking for an increase in personnel?

Colonel WATSON. No, sir. We have frozen the personnel.

Mr. MAHON. At what level?

Colonel WATSON. Forty-eight, under this appropriation.

FREIGHT AND EXPRESS CHARGES

Mr. MAHON. I notice on page 84 of your justification you have \$8,000 to cover freight and express charges. That represents Signal Corps supplies shipped to Alaska, or is that for transportation within continental United States?

Colonel WATSON. That is outside; that is north of Seattle; it is to and in Alaska.

Mr. MAHON. I thought that probably would be taken care of by our own Government Army transportation boats, and you would not have to pay out of this appropriation money for that purpose.

Colonel WATSON. Commercial facilities are used in part and these funds as in the prewar period are used to meet commercial transportation charges.

Mr. MAHON. This is a kind of a fiction, too, is it not?

Colonel WATSON. Additional money is being spent. The expenditure for transportation from military funds in 1944 was \$88,000.

Mr. MAHON. I see the point, yes.

Would it not save a lot of bookkeeping if we just eliminated this appropriation for the duration of the war? You would not have to be making this division between the funds.

Colonel WATSON. From the standpoint of continuity we think it is better to continue the appropriation.

Mr. MAHON. Continue it on, yes, but offhand why would it not be better during the war than keeping a separate account, involving a lot of bookkeeping?

Colonel WATSON. As long as the military is up there this is a minor part of the picture, but after the military withdraws—and there is some indication that we may close some stations—we may drop back to the former basis.

TRAVEL

Mr. MAHON. I also notice you have \$14,500 for travel. What type of travel is involved?

Colonel WATSON. That is travel of inspectors, of military and civilian personnel in Alaska and to and from Seattle.

Mr. MAHON. That again is only a part of the cost?

Colonel WATSON. Yes, sir.

POST-WAR PLAN

Mr. NORRELL. I would like to ask you one question, Colonel. You are trying to maintain this appropriation so that it can be used in the post-war period. Do your plans call for the need for this elaborate system in the post-war period that you presently have?

Colonel WATSON. In the pre-war period we had 22 stations, and the system was found, from the economic point of view, to justify itself. It was profitable to the Government. The stations have been increased at the present time to 38. Some of those probably are not sound from the commercial standpoint, or necessary, and I would say that some of those would be closed when the military requirements no longer demand them.

Mr. NORRELL. You could look forward to some readjustment after the military situation has been met?

Colonel WATSON. That is right.

PERSONNEL

Mr. HENDRICKS. You say you have not requested any additional personnel?

Colonel WATSON. Yes, sir.

Mr. HENDRICKS. What is your manpower situation; are you using mostly civilians, or civilians and military?

Colonel WATSON. We have a few civilians regularly with us up there. Our over-all picture, so far as the civilian personnel is concerned is that we have about 10 percent less civilians employed today than we had a year ago. The military personnel shows a decrease of about 5 percent in the same period.

Mr. HENDRICKS. What is the proportion of the military to civilian personnel?

Colonel WATSON. It is about 1 to 4.

Mr. HENDRICKS. One civilian to four military?

Colonel WATSON. Yes, that is about right. I can give you the exact figures. We have 505 civilians and 1,975 military.

Mr. HENDRICKS. With regard to deferments: I suppose the civilian personnel you have there is more or less specialists or experts in communication work?

Colonel WATSON. It involves all types of civilians; some technical, some clerical.

Mr. HENDRICKS. What is your deferment picture on that; do you have those figures?

Colonel WATSON. I do not.

Mr. HENDRICKS. Could you submit that information to us?

Colonel WATSON. I will be pleased to furnish this information to the committee.

(NOTE.—Information furnished to the committee.)

MONDAY, JANUARY 22, 1945.

RIVERS AND HARBORS

STATEMENT OF MAJ. GEN. E. REYBOLD, THE CHIEF OF ENGINEERS; ACCOMPANIED BY MAJ. GEN. T. M. ROBINS, DEPUTY CHIEF OF ENGINEERS; COL. GEORGE R. GOETHALS, COL. J. P. LaCROIX, AND COL. A. T. W. MOORE, MAJ. D. M. RADCLIFFE, CORPS OF ENGINEERS; R. L. BUMGARNER, L. N. KIMBLE, E. W. BASSETT, AND H. V. DARLING, OFFICE OF THE CHIEF OF ENGINEERS

Mr. SNYDER. For this afternoon's discussion we will hear estimates for rivers and harbors and flood control. I am personally glad to see General Reybold here again to justify these estimated. General Reybold, General Robins, Colonel Goethals, and their aides are always welcome before this subcommittee. We feel you gentlemen are trying to do an honest and efficient job and have complete confidence in the information you give use.

Do you have a general statement you wish to make at this time, General Reybold, before you proceed to the detailed estimates?

General REYBOLD. Mr. Chairman, I wish to thank you for your kind words about our presence here. I have a brief general statement.

Mr. SNYDER. You may proceed.

GENERAL STATEMENT

General REYBOLD. Mr. Chairman, the civil works program assigned to the Corps of Engineers is being carried forward at the minimum rate essential to the adequate operation of completed works and maintenance of channels and improvements vital to the war effort. Construction of civil works has ceased, except for a few projects determined to be in accordance with Federal policies on wartime construction. The many projects which were under construction at the beginning of the war and on which construction has been suspended are being so maintained as to preserve the partially complete structures and, where feasible, are being operated to secure to the Nation the maximum benefits available from the partially completed improvements.

Mr. Chairman, I have lists of those projects which have been suspended due to the war, if you care to have that in the record.

Mr. SNYDER. You may submit them to the clerk, and we will determine later whether we will put that list in the record.

(The statements referred to are as follows:)

Authorized flood-control projects on which remaining construction has been deferred or curtailed during the war

	<i>Estimated remaining Federal cost to complete</i>
Birch Hill Reservoir, Mass.....	\$75, 000
Knightville Reservoir, Mass.....	14, 000
Surry Mountain Reservoir, N. H.....	17, 000
Hartford, Conn.....	300, 000
Chicopee, Mass.....	170, 000
Springfield, Mass.....	42, 000
Elmira, N. Y.....	2, 358, 000
Lisle, N. Y.....	180, 000

Authorized flood-control projects on which remaining construction has been deferred or curtailed during the war—Continued

	<i>Estimated remaining Federal cost to complete</i>
Whitney Point, N. Y.....	\$147,000
York, Pa.....	450,000
Youghiogheny Reservoir, Pa.....	1,192,000
Wilkes-Barre-Hanover Township, Pa.....	126,600
Williamsport, Pa.....	4,055,000
Plymouth, Pa.....	413,500
Tionesta Reservoir, Pa.....	170,000
Loyalhanna Reservoir, Pa.....	670,000
Mahoning Reservoir, Ohio.....	360,000
Berlin Reservoir, Ohio.....	200,000
Memphis, Tenn.....	5,021,300
Cincinnati, Ohio.....	2,183,000
Muskingum River Reservoirs, Ohio.....	2,806,900
Portsmouth-New Boston, Ohio.....	2,608,000
Natchitoches Parish, La.....	300,000
Wallace Lake Reservoir, La.....	180,000
Bluestone Reservoir, W. Va.....	16,008,300
Massillon, Ohio.....	2,000,000
Blue Mountain Reservoir, Ark.....	1,200,000
Clearwater Reservoir, Mo.....	4,375,000
Norfolk Reservoir, Ark.....	2,400,000
Canton Reservoir, Okla.....	11,316,000
Kansas Citys, Mo. and Kans.....	6,353,000
Kanopolis Reservoir, Kans.....	2,952,000
John Martin Reservoir, Colo.....	2,062,000
Denison Reservoir, Okla. and Tex.....	2,113,600
Fort Gibson Reservoir, Okla.....	19,107,000
Paducah, Ky.....	550,000
Jeffersonville-Clarksville, Ind.....	1,096,000
Brevoort levee, Indiana.....	300,000
Levee unit No. 8, Indiana.....	230,000
Gill Township levee unit, Indiana.....	60,000
Evansville, Ind.....	2,400,000
Wolf Creek Reservoir, Tenn.....	44,420,000
Center Hill Reservoir, Tenn.....	16,982,500
Dale Hollow Reservoir, Tenn.....	3,400,000
Mounds and Mound City, Ill.....	1,451,000
Columbia drainage and levee district, Illinois.....	963,000
Green Bay levee and drainage district, Iowa.....	22,700
East St. Louis, Ill.....	2,489,000
Du Pont drainage and levee district, Illinois.....	1,032,000
Clear Creek drainage and levee district, Illinois.....	2,047,000
Lake Traverse and Boise de Sioux River, S. Dak.....	34,200
Lae Qui Parle Reservoir, Minn.....	32,100
Santa Fe Dam, Calif.....	1,500,000
Los Angeles River, Calif.....	5,554,000
Burbank-Western, Calif.....	1,058,000
Dorena Reservoir, Oreg.....	3,053,200
Revetments along Willamette River, Oreg.....	685,000
Multnomah drainage district No. 1, Oregon.....	55,000
Mud Mountain Reservoir, Wash.....	350,000
Mill Creek, Wash.....	40,000
Improvement district No. 4, Washington.....	40,000
Snagging projects (various streams).....	124,100
Allatoona Reservoir, Ga.....	16,335,000
Newport, Ky.....	2,094,000
San Gabriel River, Calif.....	5,645,000
Total.....	207,949,000

Authorized river and harbor projects on which remaining construction has been deferred or curtailed during the war

	<i>Estimated remaining Federal cost to complete</i>
Bridgeport Harbor, Conn.....	\$39, 000
Hudson River, N. Y.....	515, 000
New York and New Jersey Channels.....	17, 722, 000
Great Lakes to Hudson River waterway.....	6, 020, 000
Potomac River, north side of Washington Channel.....	2, 161, 000
Norfolk Harbor, Va.....	278, 000
Ohio River, lock and dam construction.....	2, 370, 000
Mississippi River between the Missouri River and Minneapolis, Minn.....	12, 709, 000
Pearl River, Miss. and La.....	2, 584, 000
Missouri River, mouth to Kansas City.....	6, 150, 000
Missouri River, Kansas City, Mo., to Sioux City, Iowa.....	12, 900, 000
Missouri River at Fort Peck, Mont. (navigation).....	2, 800, 000
Keweenaw waterway, Mich.....	1, 448, 000
Los Angeles and Long Beach Harbors, Calif.....	7, 100, 000
San Joaquin River, Calif.....	150, 000
Columbia River between Vancouver, Wash., and Bonneville, Oreg..	439, 000
Columbia River at Bonneville, Oreg. (navigation).....	1, 054, 000
Sitka Harbor, Alaska.....	66, 000
Kodiak Harbor, Alaska.....	58, 000
Total.....	76, 563, 000

General REYBOLD. Pursuant to the action of Congress in providing funds for advance planning of civil-works projects, we are continuing with design studies and preparation of construction plans for authorized projects insofar as this essential work may be accomplished with full regard for the military activities of the Department and the great demand for personnel in war production. The program of planning is designed to make available completed plans for a large volume of authorized projects which may be quickly placed under construction as required during the reconversion of this country from war to civil activities.

These general comments will be amplified by a statement under each subdivision of this hearing schedule.

REDUCTION IN ESTIMATE

Mr. SNYDER. The first estimate under "Rivers and harbors," on page 14 of the subcommittee print, is for \$41,358,000, showing a reduction of \$12,766,000 from the amounts appropriated for the fiscal year 1945. Do you wish to make a statement on this subject, General, giving us the break-down of items, especially those, if any, in which there may be an increase?

General REYBOLD. The tremendously vital part which the water transportation system of the United States has played in the successful prosecution of the war is a tribute to the wisdom of the Congress in authorizing, over a long period of years, the construction of those river and harbor projects forming the major component parts of that system. We, who daily meet the problems presented by the most stupendous and far-flung military supply-program in all history, will never say that Congress has been wasteful or extravagant in the development of the water transportation system. On the contrary we have been and still are hard pressed to make it meet our minimum requirements. A few new projects have had to be undertaken during the war period to meet highly urgent requirements, as for example, the

construction of the MacArthur lock at Sault Ste. Marie, Mich., to insure delivery of the iron ore needed to turn out the record production of steel, and the enlargement of the Gulf Intracoastal Waterway in the interest of the safe movement of critical petroleum products. Aside from features of this nature which have been necessary in the interest of the war effort, new construction on river and harbor projects has been reduced during the war period to the minimum necessary to protect and maintain the river and harbor works previously provided.

The Budget estimate for improvement of river and harbor works during the fiscal year 1946 certainly is evidence that holding new construction to a minimum will be continued until the more urgent manpower and material requirements of the war have been satisfied. That Budget estimate amounts to \$3,970,000 for application to work on the following projects, for new river and harbor works:

New York and New Jersey Channels.....	\$1, 600, 000
Caloosahatchee River and Lake Okechobee drainage areas, Florida.....	165, 000
Mississippi River between the Ohio and Missouri Rivers.....	1, 000, 000
Ohio River open-channel work.....	507, 000
Kanawha River, W. Va.....	198, 000
Illinois waterway, Illinois.....	500, 000
Total.....	3, 970, 000

New work funds in the amount of \$8,174,000 were provided in the War Department Civil Appropriation Act approved June 26, 1944, for application to work on the following projects:

Gulf Intracoastal Waterway between Apalachee Bay, Fla., and the Mexican border.....	\$1, 700, 000
Mississippi River between the Ohio and Missouri Rivers.....	1, 000, 000
Missouri River, mouth to Sioux City, Iowa.....	4, 924, 000
Ohio River open-channel work.....	100, 000
Kanawha River, W. Va.....	200, 000
Illinois waterway, Illinois.....	250, 000
Total.....	8, 174, 000

We are omitting the Gulf Intracoastal Waterway, and there is nothing provided for the Missouri River between the mouth and Sioux City, Iowa.

In addition to the \$8,174,000 last year, the first supplemental appropriation for 1945, approved December 22, 1944, provided the sum of \$2,780,000 for application to work on the St. Marys River, Mich., and that is being applied to reconstruction of the Brady pier and the extension of the southwest pier. Those two sums together aggregate \$10,954,000 for the current fiscal year.

Now we have in the neighborhood of 1,000 authorized active river and harbor projects scattered throughout the continental United States, Puerto Rico, Alaska, and the Hawaiian Islands. Those projects are either completed or have had a substantial amount of improvement performed on them so that they are serving useful purposes to general navigation and wartime shipping. They range in size from small port improvements to extensive canalized systems hundreds of miles in length. I believe they involve as great a variety of structures and construction methods as a single organization has ever been charged with. Varied and extensive as they are, they are still sorely taxed to meet the requirements of our vast military-supply program. During the war period the rivers, canals, and connecting channels

have accommodated water-borne commerce having a tonnage of about 40 percent higher than equal peak pre-war periods. The increase in traffic during the 12-year period 1932 to 1943 for our mid-continent inland waterways is illustrated by a graph I have had prepared. You will note that there has been a 310-percent increase measured in ton-miles, and the trend is still upward. This graph [exhibiting] includes commerce on the Mississippi River system, the Gulf Intracoastal Waterway, and the Warrior River system.

The ports of the country, while suffering material losses in regular import and export commerce, have nevertheless been put to greater use during the war in the accommodation of military and naval vessels for the movement of material and personnel. To operate and maintain efficiently and economically this large number of varied projects in their scattered locations, as well as to provide for construction on new projects and perform continuing examinations and surveys, it has been necessary to establish in the Engineer Department 46 decentralized district organizations with a considerable amount of floating and land plant, and shop and yard facilities. These river and harbor district organizations have been a godsend to the unparalleled military construction program and to Engineer procurement since in many cases they provided the nucleus for expansion necessary to getting these programs under way without delay. These organizations have also been made available for other war agencies and during the war have performed more than \$100,000,000 worth of work such as the construction of ore docks, oil terminals, towboats, tugs, and barges, and the operation of floating power plants, all for the Defense Plant Corporation, numerous dredging projects for Navy Department facilities as well as the use of plant, shops, and yards to assist the Navy, Maritime Commission, and Transportation Corps.

While our river and harbor projects have been much more extensively used during the war than in peacetime, maintenance in general has not been kept up to peacetime standards. Structures have unduly deteriorated and channels have shoaled without full corrective dredging. Expenditures do not properly tell the story, since as you well know, the cost of doing work is now much greater than it was in the pre-war period. Consequently, while we have been spending at about the same rate for operation and maintenance as we did in peacetime, we are not getting the same amount of work done and a large backlog of deferred maintenance is the result. As I have indicated, a part of this deferred work has been necessary because of the diversion of personnel and facilities to more immediately pressing requirements in the war effort. Other work has been deferred in accordance with the general Federal policy for the conservation of manpower and critical materials. There is, however, a limit to which this maintenance can be deferred without resulting in a break-down of critical parts of the water-transportation system and I believe that we are rapidly approaching that limit.

Funds in the amount of \$43,170,000 were provided in the War Department Civil Appropriation Act approved June 26, 1944, for maintenance work on authorized river and harbor projects and the Second Deficiency Appropriation Act, 1944, approved June 28, 1944, provided the sum of \$4,250,000 for application to dredge construction. This latter appropriation, together with funds in the amount of \$6,250,000 reimbursed from military appropriations for dredges

transferred to military work, a total of \$10,500,000, is to be applied to construction of three new seagoing hopper dredges having a capacity of 3,000 cubic yards each.

The Budget estimate before us for maintenance of existing projects and structures, examinations, surveys and contingencies, operation and care of canals and other works of navigation, the removal of wrecks obstructing navigation, and other continuing and routine operations essential to the war effort and necessary to the safety of navigation is \$47,388,000. This amount includes \$6,315,000 for additional dredge construction during the fiscal year 1946. This chart [exhibiting] graphically shows some interesting features regarding our hopper-dredge fleet and the necessity for the replacement program. This chart shows also the units of our hopper-dredge fleet, which have been transferred to the military.

(Discussion off the record.)

Mr. SNYDER. Tell us about that chart.

Colonel GOETHALS. The chart represents the total hopper-dredge fleet of the two oceans and the Gulf of Mexico as it stood 2 years ago.

Since that time the dredges in this right-hand bracket [indicating] from the *Hains* to the extreme right have gone overseas.

The balance of the dredges on the left [indicating] show the number we still have at work. In other words, our dredging fleet has been reduced about one-third, due to their diversion for military purposes.

This chart also shows the age of the dredges engaged in our work. The solid black indicates present age. The shaded black indicates remaining service before replacement. The horizontal line at 35 years shows the economical age at which they should be retired and replaced by new construction.

We outlined a program for new construction before the war started which would give us replacement of about two dredges a year. But we have not been able to get assignment of construction yards until now, because of the more urgent demands of the Navy and the Maritime Commission. Now we have reached the point where we should begin to retire the dredges which have reached their economic life.

In a number of cases you notice that the solid rectangle rises above the 35-year line, indicating the economic service life of the dredges has been exceeded.

In a recent deficiency act (June 28, 1944), we received an amount to build three new hopper dredges, and the plans and specifications are now complete. They would replace the *Manhattan*, the *Benyaurd*, and the *Delaware*.

The money we seek in the present estimates is to replace the *Chinook* and the *Atlantic*. Thereafter, in accordance with our program, we hope to proceed at about the same rate until the fleet can be entirely replaced. Briefly, that is the meaning of this chart.

ECONOMIC LIFE OF HOPPER DREDGES

General REYBOLD. The economic life of one of these dredges is about 35 years. When they get older than that we are spending money when we should not be, just like an old automobile.

Mr. SNYDER. We understand that.

Mr. MAHON. On that specific point, what is the cost of a dredge and how do you work that out?

General REYBOLD. These dredges we are going to build will cost about \$10,500,000, or about \$3,500,000 for each dredge. They are very fine ships.

CAPACITY OF DREDGES

Mr. ENGEL. What is the capacity of those dredges?

General REYBOLD. These we are about to build will have a capacity of 3,000 cubic yards.

Mr. ENGEL. What is the capacity of the old ones?

General REYBOLD. We have one dredge with a capacity of 300 yards, some with a capacity of 1,100 yards, some with a capacity of 1,200 yards, and others with a capacity of 2,500 yards. The *Goethals*, the finest and biggest ship we have, has a capacity of 5,000 yards.

Mr. SNYDER. You may proceed with your statement, General.

General REYBOLD. It should be clear that, with the present higher cost of doing work, the Budget estimate for maintenance and operation of river and harbor works for the fiscal year 1946 will not permit any material reduction in the backlog of deferred work. In fact the backlog may even increase. I am not sure, however, that we can expend more funds than are included in the estimate for the reason that a lot of plant and equipment, both Government- and contractor-owned, has been diverted to urgent overseas military and naval use which imposes a definite limitation on the amount of work which can be done at this time on our river and harbor projects in this country. On the other hand the substantial completion of the military construction program has released a sizable number of the specially trained employees in river and harbor work, who were temporarily diverted to the more urgent war requirements, and many of these employees should be put back to work in their field of special training at the earliest possible date. The point I wish to leave with you today is that there will soon have to be appropriated materially larger amounts for maintenance of river and harbor works in order that the projects may be restored to a condition which will reasonably forestall any possibility of a break-down of critical parts of the waterways system.

Mr. SNYDER. On page 122 of the justifications there is shown a break-down of the estimate for new work during the fiscal year 1946. The amount for the new work appears to be \$3,970,000. How does this expenditure compare with previous expenditures for new work?

COMPARISON OF EXPENDITURES FOR NEW WORK

General REYBOLD. In the fiscal year 1940 it was \$52,500,000; in the fiscal year 1941 it was \$29,047,000; in the fiscal year 1942 it was \$52,953,600; in the fiscal year 1943 it was \$29,979,000. Then it dropped back in 1944 to \$7,265,000. In 1945, as I mentioned a few moments ago, it was \$10,954,000, as compared to the figure you mentioned a moment ago, \$3,970,000.

Mr. SNYDER. I suggest that the table on page 122 of the justifications be inserted in the record at this point.

General REYBOLD. We will insert that in the record at this point.

(The table referred to is as follows:)

Statement showing the proposed application of funds included in the Budget estimate of \$3,970,000 for new work during the fiscal year 1946 on river and harbor projects authorized by Congress

Project	Total estimated Federal cost	Previous allotments	Budget estimate, fiscal year 1946	Additional to complete after 1946	Commerce calendar year 1943
New York and New Jersey channels.....	\$37,630,000	\$19,908,000	\$1,600,000	\$16,122,000	<i>Tons</i> 43,458,959
Caloosahatchee River and Lake Okeechobee drainage areas, Fla.....	18,134,400	17,969,400	165,000	-----	26,207
Mississippi River between the Ohio and Missouri Rivers.....	43,000,000	37,941,300	1,000,000	4,058,700	3,156,530
Ohio River open channel work.....	17,713,500	14,086,500	507,000	3,120,000	36,610,262
Kanawha River, W. Va.....	23,451,800	23,053,400	198,000	200,400	5,045,496
Illinois River, Ill.....	28,029,500	26,108,600	500,000	1,420,900	6,445,373
Total.....	167,959,200	139,067,200	3,970,000	24,922,000	94,742,827

FUNDS REQUIRED FOR COMPLETION OF RIVER AND HARBOR PROJECTS

Mr. SNYDER. In our previous hearings we have also had a table showing the funds required for the completion of river and harbor projects of immediate value to navigation, and on which no substantial delay is expected in the fulfillment of conditions of local cooperation, and amounts included in Budget estimates for the fiscal year under consideration. I suggest the insertion of such a table at this point.

General REYBOLD. We will insert that table in the record.

(The table referred to is as follows:)

Funds required for the completion of river and harbor projects of immediate value to navigation, and on which no substantial delay is expected in the fulfillment of conditions of local cooperation, and amounts included in Budget estimate for 1946

Project	Amount required to complete	Budget estimate
Westport River, Mass.....	\$28,000	-----
Fall River Harbor, Mass.....	70,000	-----
Taunton River, Mass.....	399,000	-----
Providence River and Harbor, R. I.....	150,000	-----
Thames River, Conn.....	15,000	-----
Connecticut River below Hartford, Conn.....	131,300	-----
Bridgeport Harbor, Conn.....	39,000	-----
New York Harbor, N. Y.: Entrance channels and anchorage areas.....	3,359,000	-----
Buttermilk Channel, N. Y.....	665,000	-----
Hudson River Channel, N. Y.....	555,000	-----
Hudson River, N. Y.....	515,000	-----
Great Lakes to Hudson River waterway.....	6,020,000	-----
New York and New Jersey channels.....	17,722,000	\$1,600,000
Great Kills Harbor, Staten Island, N. Y.....	51,000	-----
Delaware River, Pa., N. J., and Del., Philadelphia, Pa., to the sea.....	743,700	-----
Inland waterway between Delaware River and Chesapeake Bay, Del. and Md.....	1,115,000	-----
Washington Harbor, D. C.....	160,000	-----
Potomac River, north side of Washington Channel, D. C.....	2,161,000	-----
Nomini Bay and Creek, Va.....	9,500	-----
James River, Va.....	652,000	-----
Charleston Harbor, S. C.....	185,600	-----
St. Johns River, Fla., Palatka to Lake Harney.....	10,000	-----
Cross-Florida barge canal.....	53,700,000	-----
Intracoastal Waterway from Jacksonville to Miami, Fla.....	20,000	-----
Palm Beach, Fla.....	114,000	-----
Caloosahatchee River and Lake Okeechobee drainage areas, Florida.....	165,000	165,000
Tampa Harbor, Fla.....	125,500	-----
Pearl River, Miss. and La.....	2,584,000	-----

Funds required for the completion of river and harbor projects of immediate value to navigation, and on which no substantial delay is expected in the fulfillment of conditions of local cooperation, and amounts included in Budget estimate for 1946—
Continued

Project	Amount required to complete	Budget estimate
Gulf Intracoastal Waterway between Apalachee Bay, Fla., and the Mexican border.....	\$5,096,000	
Port Aransas-Corpus Christi waterway, Texas.....	5,862,000	
Mississippi River between the Ohio and Missouri Rivers.....	5,000,000	\$1,000,000
Mississippi River between the Missouri River and Minneapolis, Minn.....	12,709,000	
Missouri River, mouth to Kansas City.....	6,150,000	
Missouri River, Kansas City, Mo., to Sioux City, Iowa.....	12,900,000	
Missouri River at Fort Peck, Mont.....	2,500,000	
Ohio River, lock and dam construction.....	2,370,000	
Ohio River, open channel work.....	3,627,000	507,000
Allegheny River, Pa.....	223,000	
Kanawha River, W. Va.....	398,400	198,000
Tennessee River, Tenn., Ala., and Ky.....	425,000	
Keweenaw waterway, Michigan.....	1,448,000	
Milwaukee Harbor, Wis.....	125,000	
Racine Harbor, Wis.....	72,600	
Calumet Harbor and River, Ill. and Ind.....	440,000	
Indiana Harbor, Ind.....	368,000	
Illinois waterway, Illinois.....	1,920,900	500,000
Lorain Harbor, Ohio.....	131,000	
Cleveland Harbor, Ohio.....	175,000	
Conneaut Harbor, Ohio.....	534,500	
Buffalo Harbor, N. Y.....	610,000	
Black Rock Channel and Tonawanda Harbor, N. Y.....	1,192,000	
Oswego Harbor, N. Y.....	932,000	
Los Angeles and Long Beach Harbors, Calif.....	7,100,000	
San Francisco Harbor, Calif.....	150,000	
Oakland Harbor, Calif.....	235,000	
Richmond Harbor, Calif.....	64,000	
Suisun Channel, Calif.....	160,000	
Sacramento River, Calif.....	390,000	
Sacramento River and tributaries, California (debris control).....	1,100,000	
San Joaquin River, Calif.....	150,000	
Old River, Calif.....	49,000	
Willamette River above Portland and Yamhill River, Oreg.....	90,000	
Columbia River and tributaries above Celilo Falls to mouth of Snake River, Oreg. and Wash.....	251,000	
Snake River, Oreg., Wash., and Idaho.....	541,750	
Columbia River between Vancouver, Wash., and Bonneville, Oreg.....	439,000	
Columbia River at Bonneville, Oreg.....	1,054,000	
Ponce Harbor, P. R.....	297,700	
St. Thomas Harbor, V. I.....	743,000	
Guayanes Harbor, P. R.....	68,000	
Total.....	169,857,950	3,970,000

PROJECTS ON WHICH EXPENDITURE IS TO BE MADE

Mr. SNYDER. On what projects is the proposed expenditure of \$3,970,000 to be made?

General REYBOLD. There are six of them, Mr. Chairman, including the New York and New Jersey Channels, \$1,600,000; the Caloosahatchee River and Lake Okeechobee drainage areas, Florida, \$165,000; the Mississippi River between the Ohio and Missouri Rivers, \$1,000,000; open channel work on the Ohio River, \$507,000; the Kanawha River, W. Va., \$198,000; and the Illinois River, in Illinois, \$500,000.

PRESENT BACKLOG OF AUTHORIZED PROJECTS

Mr. SNYDER. What is your present backlog of authorized river and harbor projects?

General REYBOLD. Approximately \$170,000,000, which involves 69 projects.

BACKLOG OF PROJECTS READY FOR ACTUAL PROSECUTION

Mr. SNYDER. How much, if any, of this backlog is ready for actual prosecution? In other words, to what extent has work preliminary to actual prosecution been accomplished?

General REYBOLD. Plans are now completed and ready for initiation of work estimated to cost \$145,000,000 and plans for additional work estimated to cost \$17,500,000 will be ready by June 30, 1945.

STATUS OF BACKLOG OF PROJECTS

Mr. SNYDER. Does this backlog of projects contain projects that might be termed in an active status, or are some of them likely never to be undertaken?

General REYBOLD. They are active projects.

Mr. SNYDER. Will you please indicate the projects that are in an inactive or stand-by status?

PROJECTS IN AN INACTIVE STATUS

General REYBOLD. Yes, sir; we have a list of those.

Mr. SNYDER. Would you classify those under the caption of stand-by projects?

General REYBOLD. That is a very good name for them.

Mr. SNYDER. That would be how many?

General REYBOLD. That includes some 190 projects approximating \$72,000,000.

Mr. SNYDER. Do you have a list of those?

General REYBOLD. Yes, sir.

Mr. SNYDER. We will put that list in the record.

(The list referred to is as follows:)

River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is not now justified in the interest of commerce and navigation

	<i>Amount required to complete</i>
Bar Harbor, Maine.....	\$57, 900
Bagaduce River, Maine.....	18, 875
Kennebec River, Maine.....	94, 000
Saco River, Maine.....	22, 500
Portland Harbor, Maine.....	87, 000
Newburyport Harbor, Mass.....	10, 000
Sandy Bay, Cape Ann, Mass.....	8, 065, 000
Lynn Harbor, Mass.....	336, 000
Dorchester Bay and Neponset River, Mass.....	162, 000
Duxbury Harbor, Mass.....	5, 800
Plymouth Harbor, Mass.....	190, 000
Weymouth Fore River, Mass.....	141, 000
Wareham Harbor, Mass.....	36, 750
Wellfleet Harbor, Mass.....	22, 000
Provincetown Harbor, Mass.....	13, 300
Harbor of refuge, Nantucket, Mass.....	66, 000
Taunton River, Mass.....	109, 500
New Bedford and Fairhaven Harbor, Mass.....	84, 000
Harbor of refuge, Block Island, R. I.....	38, 400
Great Salt Pond, Block Island, R. I.....	370, 900
Pawcatuck River, R. I. and Conn.....	64, 600
Stonington Harbor, Conn.....	2, 500
Mystic River, Conn.....	2, 500

River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is not now justified in the interest of commerce and navigation—Continued

	<i>Amount re- quired to complete</i>
Eightmile River, Conn.....	\$1, 500
Connecticut River above Hartford, Conn.....	1, 000, 000
New Haven Harbor, Conn.....	15, 000
Milford Harbor, Conn.....	36, 700
Housatonic River, Conn.....	425, 000
Bridgeport Harbor, Conn.....	40, 600
Westport Harbor and Saugatuck River, Conn.....	5, 800
Fivemile River Harbor, Conn.....	10, 500
Stamford Harbor, Conn.....	24, 000
Port Chester Harbor, N. Y.....	16, 000
Bronx River, N. Y.....	1, 148, 000
Flushing Bay Harbor, N. Y.....	272, 000
Glencove Creek, N. Y.....	25, 000
Glencove Harbor, N. Y.....	63, 000
Manhasset Bay, N. Y.....	63, 000
Port Jefferson Harbor, N. Y.....	152, 700
Peconic River, N. Y.....	7, 800
Great South Bay, N. Y.....	6, 100
Browns Creek, N. Y.....	51, 000
Sumpawanus Creek, N. Y.....	16, 000
East Rockaway (Debs) Inlet, N. Y.....	106, 000
Jamaica Bay, N. Y.....	7, 578, 000
Coney Island Creek, N. Y.....	91, 000
East River, N. Y.....	150, 000
Irvington Harbor, N. Y.....	15, 000
Newton Creek, N. Y.....	429, 400
Huntington Harbor, N. Y.....	29, 500
Hudson River, N. Y.....	943, 000
Narrows of Lake Champlain, N. Y. and Vt.....	629, 200
Otter Creek, Vt.....	13, 500
Swanton Harbor, Vt.....	169, 500
Port Henry Harbor, N. Y.....	2, 000
Ticonderoga River, N. Y.....	26, 000
Newark Bay, Hackensack and Passaic Rivers, N. J.....	540, 000
Elizabeth River, N. J.....	74, 000
Rahway River, N. J.....	35, 400
Lemon Creek, N. Y.....	43, 000
Raritan River, N. J.....	54, 000
Cheesequake Creek, N. J.....	50, 000
Matawan Creek, N. J.....	12, 000
Schuylkill River, Pa.....	34, 000
Chester River, Pa.....	3, 600
Wilmington Harbor, Del.....	67, 850
Appoquinimink River, Del.....	3, 000
Smyrna River, Del.....	20, 000
St. Jones River, Del.....	267, 500
Murderkill River, Del.....	22, 400
Harbor of refuge, Delaware Bay, Del.....	65, 000
Inland waterway between Rehoboth and Delaware Bays, Del.....	76, 350
Rancocas Creek, N. J.....	36, 750
Oldmans Creek, N. J.....	88, 800
Salem River, N. J.....	36, 000
Maurice River, N. J.....	120, 000
Absecon Inlet, N. J.....	300, 000
Baltimore Harbor and Channels, Md.....	1, 139, 400
Wicomico River, Md.....	2, 900
Channel, Plain Dealing Creek to Oak Creek, Md.....	74, 000
Tilghman Island Harbor, Md.....	7, 790
Chester River, Md.....	8, 000
Tred Avon River, Md.....	22, 000
Cambridge Harbor, Md.....	33, 500
Waterway, Little Choptank to Choptank River, Md.....	58, 700

River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is not now justified in the interest of commerce and navigation—Continued

	<i>Amount re- quired to complete</i>
Crisfield Harbor, Md.....	\$32, 750
Occoquan Creek, Va.....	22, 700
Breton Bay, Md.....	7, 500
Coan River, Va.....	54, 000
Patuxent River, Md.....	6, 000
Cockrells Creek, Va.....	59, 000
Accotink Creek, Va.....	14, 000
Carters Creek, Va.....	8, 000
Ncabseo Creek, Va.....	20, 000
York River, Va.....	128, 000
Norfolk Harbor, Va.....	319, 200
Deep Creek, Va.....	5, 600
Onancock River, Va.....	25, 500
Morehead City Harbor, N. C.....	1, 000, 000
Harbor of refuge at Cape Lookout, N. C.....	1, 160, 000
Northeast (Cape Fear) River, N. C.....	25, 375
Congaree River, S. C.....	149, 000
St. Johns River, Fla., Jacksonville to Palatka.....	13, 300
Lake Crescent and Dunns Creek, Fla.....	53, 800
Oklawaha River, Fla.....	39, 600
St. Lucie Inlet, Fla.....	1, 410, 000
Key West Harbor, Fla.....	956, 300
Sarasota Bay, Fla.....	54, 000
Manatee River, Fla.....	14, 400
Withlacoochee River, Fla.....	100, 000
Cedar Keys Harbor, Fla.....	3, 500
Suwannee River, Fla.....	200, 000
Oostenaula and Coosawattee Rivers, Ga.....	5, 500
Upper Chipola River, Fla., from Marianna to its mouth.....	4, 200
Ochlockonee River, Ga. and Fla.....	20, 000
Gulf Intracoastal Waterway between Apalachee Bay, Fla. and the Mexican border (Mobile district).....	705, 000
Flint River, Ga.....	89, 200
Leaf and Chickasahay Rivers, Miss.....	1, 900
Chattahoochee River, Ga. and Ala.....	75, 000
Old Town Creek, Miss.....	7, 000
Alabama River, Ala.....	437, 800
Bogue Chitto, La.....	30, 000
Coosa River, Ga. and Ala.....	227, 000
Pascagoula Harbor, Miss.....	25, 000
Pearl River, Miss.....	31, 600
Bayou Lafouche, La.....	420, 000
Bayou Grossetete, La.....	100, 000
Bayou Teche, La.....	100, 000
Waterway from White Lake to Pecan Island, La.....	9, 000
Calcasieu River and Pass, La.....	3, 400, 000
Vinton Waterway, La.....	14, 000
Sabine-Neches Waterway, Tex.....	30, 000
Galveston Channel, Tex.....	1, 430, 000
Texas City Channel, Tex.....	112, 000
Port Bolivar Channel, Tex.....	102, 000
Houston Ship Channel, Tex.....	603, 000
Cedar Bayou, Tex.....	12, 500
East Bay Bayou (Hanna Reef), Tex.....	7, 500
Chocolate Bayou, Tex.....	8, 500
Bastrop Bayou, Tex.....	10, 000
Freeport Harbor, Tex.....	9, 000
Ouaehita and Black Rivers, La., canal to Felsenthal, Ark.....	36, 000
Mississippi River at St. Anthonys Falls.....	7, 953, 000
Wolf River (Memphis Harbor), Tenn.....	598, 500
Black River, Wis.....	4, 400
Youghiogheny River, Pa.....	4, 197, 000

River and harbor projects, or parts thereof, on which a substantial delay in the fulfillment of the conditions of local cooperation is anticipated, and those whose prosecution is not now justified in the interest of commerce and navigation—Continued

	<i>Amount re- quired to complete</i>
Bear Creek, Ky.....	\$13, 000
Nolin River, Ky.....	4, 825
Cumberland River, Tenn. and Ky.....	6, 140, 000
French Broad and Little Pigeon Rivers, Tenn.....	533, 000
Hiwassee River, Tenn.....	83, 000
Clinch River, Tenn. and Va.....	677, 000
Port Wing Harbor, Wis.....	19, 500
Grand Marais Harbor of Refuge, Mich.....	128, 000
Warroad Harbor and River, Minn.....	34, 000
Zippel Bay, Lake of the Woods, Minn.....	27, 000
Cedar River, Mich.....	108, 000
Fox River, Wis.....	1, 161, 300
Washington Island Harbors, Wis.....	4, 700
Kewaunee Harbor, Wis.....	198, 000
Two Rivers Harbor, Wis.....	10, 300
Manitowoc Harbor, Wis.....	68, 000
South Haven Harbor, Mich.....	32, 000
South Milwaukee Harbor, Wis.....	133, 000
Grand Haven Harbor and Grand River, Mich.....	12, 300
Pentwater Harbor, Mich.....	50, 100
Manistee Harbor, Mich.....	16, 000
Waukegan Harbor, Ill.....	10, 000
Calumet Harbor and River, Ill. and Ind.....	2, 158, 000
Indiana Harbor, Ind.....	207, 000
St. Clair River, Mich.....	2, 900, 000
Black River, Mich.....	56, 000
Rouge River, Mich.....	228, 800
Monroe Harbor, Mich.....	90, 000
Erie Harbor, Pa.....	81, 000
Buffalo Harbor, N. Y.....	218, 000
Niagara River, N. Y.....	700, 000
Oswego Harbor, N. Y.....	94, 000
Cape Vincent Harbor, N. Y.....	53, 200
Ogdensburg Harbor, N. Y.....	20, 000
Waddington Harbor, N. Y.....	10, 000
San Diego Harbor, Calif.....	1, 285, 000
Lower San Francisco Bay, Calif.....	300, 000
Grays Harbor and Chehalis River, Wash.....	175, 000
Tillamook Bay and Bar, Oreg.....	30, 000
Skamokawa slough, Washington.....	8, 500
Quillayute River, Wash.....	12, 000
Port Gamble Harbor, Wash.....	6, 750
Seattle Harbor, Wash.....	10, 000
Skagit River, Wash.....	115, 000
Anacortes Harbor, Wash.....	9, 000
Nome Harbor, Alaska.....	269, 500
Sitka Harbor, Alaska.....	66, 000
Kodiak Harbor, Alaska.....	58, 000
Total.....	72, 178, 965

MAINTENANCE OF PROJECTS ITEMS

Mr. SNYDER. The greater portion of this estimate appears to be for maintenance items. Do you have a statement showing the break-down and detail of the maintenance items?

General REYBOLD. Yes, sir.

Mr. SNYDER. Will you put that in the record?

General REYBOLD. Yes, sir.

(The statement referred to is as follows:)

Statement showing the proposed application of funds included in the Budget estimate of \$47,388,000 for maintenance of river and harbor projects during the fiscal year 1946

Project	Maintenance (project 1.1)	Operation and care (project 1.2)	Examina- tions, surveys, and con- tingencies (project 1.3)	Commerce, calendar year 1943 (tons)
Portland Harbor, Maine	\$75,000			3,773,671
Weymouth Fore River, Mass.	30,000			1,125,051
Cape Cod Canal, Mass.	165,000	\$220,000		16,513,260
Examinations, surveys, and contingencies, Boston			\$24,000	
Pollock Rip Shoals, Nantucket Sound, Mass.	60,000			(1)
New Bedford and Fairhaven Harbor, Mass.	30,000			590,959
Fall River Harbor, Mass.	30,000			699,614
Providence River and Harbor, R. I.	200,000			2,643,291
Harbor of Refuge at Block Island, R. I.	25,000			
Tbames River, Conn.	85,000			394,906
Connecticut River below Hartford, Conn.	110,000			873,942
New Haven Harbor, Conn.	100,000			2,534,586
Southport Harbor, Conn.	20,000			
Examinations, surveys, and contingencies, Providence			28,000	
Port Chester Harbor, N. Y.	20,000			123,963
Mamaroneck Harbor, N. Y.	20,000			31,549
East Chester Creek, N. Y.	25,000			597,713
Westchester Creek, N. Y.	50,000			254,724
Bronx River, N. Y.	50,000			51,506
Flushing Bay Harbor, N. Y.	30,000			612,446
Glen Cove Creek, N. Y.	25,000			29,366
Long Island Intracoastal Waterway, N. Y.	30,000			(2)
East Rockaway (Debs) Inlet, N. Y.	65,000			268,365
Jamaica Bay, N. Y.	50,000			1,251,682
New York Harbor: Entrance channels and anchor- age areas	200,000			51,541,949
Bay Ridge and Red Hook Channels, N. Y.	250,000			4,290,165
Buttermilk Channel, N. Y.	65,000			5,226,236
East River, N. Y.	25,000			21,876,686
Newtown Creek, N. Y.	25,000			8,545,644
Hudson River Channel, New York Harbor	200,000			37,444,296
New York Harbor, collection and removal of drift	225,000			
Peekskill Harbor, N. Y.	15,000			40,522
Rondout Harbor, N. Y.	5,000			224,331
Hudson River, N. Y.	125,000	38,000		4,056,417
Burlington Harbor, Vt.	30,000			72,426
Newark Bay, Hackensack and Passaic Rivers, N. Y.	100,000			8,903,411
New York and New Jersey channels	75,000			43,458,959
Raritan River to Arthur Kill Cut-off Channel, N. J.	150,000			8,183,703
Raritan River, N. J.	40,000			3,018
Shrewsbury River, N. J.	25,000			(2)
Manasquan River, N. J.	50,000			500
Examinations, surveys, and contingencies, New York			85,000	
Delaware River, Pa., N. J., and Del., Philadelphia, Pa., to the sea	2,500,000			22,086,315
Schuylkill River, Pa.	225,000			
Wilmington Harbor, Del.	175,000			978,527
Inland waterway from Delaware River to Ches- apeake Bay, Del. and Md.	300,000	500,000		7,450,459
Cold Spring Inlet, N. J.	20,000			15,577
Absecon Inlet, N. J.	20,000			48,642
Examinations, surveys, and contingencies, Phila- delphia			45,000	
Baltimore Harbor and Channels, Md.	20,000			16,086,321
Pocomoke River, Md.	10,000			52,817
Twitch Cove and Big Thoroughfare River, Md.	5,000			6,259
Ocean City Harbor and Inlet and Sinepuxent Bay, Md.	30,000			2,534
Fishing Creek, Md.	15,000			15
Examinations, surveys, and contingencies, Baltimore			24,000	
Washington Harbor, D. C.	6,000			1,812,306
Potomac River at Alexandria, Va.	25,000			188,592
Potomac River below Washington, D. C.	35,000			2,085,932
Potomac River at Mount Vernon, Va.	2,500			
Ocequan Creek, Va.	3,000			54
Little Wicomico River, Va.	18,000			3,097
St. Jeromes Creek, Md.	11,000			200
Rappahannock River, Va.	60,000			200,764
Totuskey Creek, Va.	6,000			60,265

¹ Through traffic.² No report.

Statement showing the proposed application of funds included in the Budget estimate of \$47,388,000 for maintenance of river and harbor projects during the fiscal year 1946—Continued

Project	Maintenance (project 1.1)	Operation and care (project 1.2)	Examina- tions, surveys, and con- tingencies (project 1.3)	Commerce, calendar year 1943 (tons)
Examinations, surveys, and contingencies, Washing- ton			\$15, 000	
Norfolk Harbor, Va	\$325, 000			10, 741, 862
Thimble Shoal Channel, Va	150, 000			
James River, Va	60, 000			2, 749, 104
Appomattox River, Va	40, 000			222, 510
Portsmouth Harbor, Va., channel to Nansemond ordnance depot	40, 000			
York Spit Channel, Va	100, 000			(1)
Waterway from Norfolk, Va., to the sounds of North Carolina	40, 000	\$75, 000		87, 120
Inland waterway from Norfolk, Va., to Beaufort Inlet, N. C.	175, 000	120, 000		654, 232
Knobbs Creek, N. C.	6, 000			79, 576
Examinations, surveys, and contingencies, Norfolk			47, 000	
Meherrin River, N. C.	10, 000			7, 655
Cashie River, N. C.	2, 000			45, 573
Roanoke River, N. C.	35, 000			277, 521
Manteo (Shallowbag) Bay, N. C.	20, 000			4, 691
Far Creek, N. C.	16, 000			4, 429
Pamlico and Tar Rivers, N. C.	60, 000			72, 434
Rollinson Channel, N. C.	20, 000			3, 775
Silver Lake Harbor, N. C.	20, 000			5, 148
Channel connecting Thoroughfare Bay with Cedar Bay, N. C.	5, 000			1, 811
Drum Inlet, N. C.	25, 000			3, 918
Beaufort Harbor, N. C.	17, 000			31, 364
Waterway connecting Pamlico Sound and Beaufort Harbor, N. C.	25, 000			25, 770
Channel from Back Sound to Lookout Bight, N. C.	20, 000			622
Inland waterway, Beaufort to Cape Fear River, N. C., including waterway to Jacksonville, N. C.	150, 000			264, 057
Intracoastal Waterway from Cape Fear River, N. C., to Winyah Bay, S. C.	60, 000			595, 134
Morehead City Harbor, N. C.	75, 000			19, 356
Cape Fear River, N. C., at and below Wilmington	200, 000			650, 020
Cape Fear River, N. C., above Wilmington	30, 000	25, 000		43, 736
Northeast (Cape Fear) River, N. C.	3, 000			22, 462
Examinations, surveys, and contingencies, Wilming- ton			10, 000	
Winyah Bay, S. C.	20, 000			315, 683
Waccamaw River, N. C. and S. C.	4, 500			87, 827
Great Pee Dee River, S. C.	5, 000			17, 323
Waterway from Winyah Bay to Charleston, S. C.	55, 000			576, 675
Santee River, S. C.	2, 000			5, 837
Congaree River, S. C.		200		44, 500
Charleston Harbor, S. C.	125, 000			
Ashley River, S. C.	10, 000			838, 538
Shipyard River, S. C.	25, 000			
Waterway from Charleston to Beaufort, S. C.	35, 000			587, 168
Examinations, surveys, and contingencies, Charles- ton			16, 000	
Savannah Harbor, Ga.	600, 000			1, 234, 900
Savannah River below Augusta, Ga.	50, 000	15, 000		24, 749
Waterway between Beaufort, S. C., and St. Johns Rivers, Fla. (Beaufort, S. C., to Cumberland Sound section)	300, 000			780, 727
Altamaha, Oconee, and Ocmulgee Rivers, Ga.	20, 000			47, 421
Brunswick Harbor, Ga.	150, 000			56, 117
Satilla River, Ga.	4, 000			4, 866
St. Marys River, Ga. and Fla.	4, 000			53, 162
Fernandina Harbor, Fla.	60, 000			169, 943
Waterway between Beaufort, S. C., and St. Johns River, Fla. (Cumberland Sound to St. Johns River section)	30, 000			555, 990
Examinations, surveys, and contingencies, Savannah			27, 000	
St. Johns River, Fla., Jacksonville to the ocean	150, 000			1, 731, 146
Oklawaha River, Fla.	1, 200	6, 000		2, 529
Intracoastal Waterway from Jacksonville to Miami, Fla.	140, 000	7, 500		414, 700
Fort Pierce Harbor, Fla.	30, 000			10, 441
Lake Worth Inlet, Fla.	30, 000			159, 142
Hollywood Harbor (Port Everglades), Fla.	30, 000			2, 391, 203
Miami Harbor (Biscayne Bay), Fla.	60, 000			1, 030, 738

¹ Through traffic.

Statement showing the proposed application of funds included in the Budget estimate of \$47,388,000 for maintenance of river and harbor projects during the fiscal year 1946—Continued

Project	Maintenance (project 1.1)	Operation and care (project 1.2)	Examina- tions, surveys, and con- tingencies (project 1.3)	Commerce, calendar year 1943 (tons)
Caloosahatchee River and Lake Okeechobee drainage areas, Florida.....	\$100,000	\$90,000		26,207
Charlotte Harbor, Fla.....	50,000			13,962
Tampa Harbor, Fla.....	75,000			4,421,470
Withlacoochee River, Fla.....	12,000			110,506
Removing the water hyacinth from navigable waters in the State of Florida.....	40,000			
Examinations, surveys, and contingencies, Jacksonville.....			\$46,000	
Gulf Intracoastal Waterway between Apalachee Bay, Fla., and the Mexican border (Mobile district).....	250,000			4,470,206
St. Marks River, Fla.....	7,500			54,629
Carrabelle Bar and Harbor, Fla.....	35,000			680,834
Apalachicola Bay, Fla.....	15,000			696,530
Apalachicola River, Fla., the cut-off, Lee slough, and Lower Chipola River.....	20,000			776,097
Flint River, Ga.....	10,000			(2)
Chattahoochee River, Ga. and Ala.....	70,000			44,664
St. Josephs Bay, Fla.....	35,000			1,349,910
St. Andrews Bay, Fla.....	75,000			599,460
LaGrange Bayou, Fla.....	25,000			163,631
East Pass Channel from the Gulf of Mexico into Choctawhatchee Bay, Fla.....	12,000			861
Pensacola Harbor, Fla.....	75,000			858,751
Blackwater River, Fla.....	4,000			27,428
Mobile Harbor, Ala.....	325,000			3,855,206
Removing the water hyacinths (Mobile River, Ala., tributaries).....	25,000			
Chickasaw Creek, Ala.....	30,000			387,938
Alabama River, Ala.....	50,000			87,113
Black Warrior, Warrior, and Tomhighsee Rivers, Ala.....	340,000	350,000		1,653,157
Coosa River, Ga. and Ala.....		6,000		(2)
Bayou La Batre, Ala.....	15,000			29,220
Pascagoula Harbor, Miss.....	40,000			168,668
Biloxi Harbor, Miss.....	25,000			134,499
Gulfport Harbor and Ship Island Pass, Miss.....	30,000			40,250
Wolf and Jordan Rivers, Miss.....	10,000			21,400
Examinations, surveys, and contingencies, Mobile.....			45,000	
Gulf Intracoastal Waterway between Apalachee Bay, Fla., and the Mexican border (New Orleans district).....	150,000	450,000		15,987,882
Southwest Pass and South Pass, Mississippi River, La.....	350,000			7,024,752
Mississippi River between Baton Rouge and New Orleans, La.....	85,000			12,846,743
Bayous La Loutre, St. Malo, and Yscloskey, La.....	9,000			1,340
Bayou Dupre, La.....	5,000			(2)
Chefunctee River and Bogue Falia, La.....	5,000			8,825
Grand Bayou Pass, La.....	10,000			662
Bayou Lafourche, La.....	15,000			1,089,702
Waterway from the Intracoastal Waterway to Bayou Dulac, La. (Bayous Grand Caillou and Le Carpe, La.).....	10,000			22,696
Bayou Grossetete, La.....	10,000			10,294
Bayou Teche, La.....	2,000	12,000		630,942
Atchafalaya River, Morgan City to the Gulf of Mexico, La.....	20,000			863,116
Intracoastal Waterway, Mississippi River to Bayou Teche, La.....	1,000			(2)
The inland waterway from Franklin to the Mermentau River, La.....	1,000	10,000		97,757
Petit Anse, Tigre, and Carlin Bayous, La.....	2,500			263,146
Mermentau River, Bayou Nezpique, and Bayou Des Cannes, La.....	2,000			843,242
Calcasieu River and Pass, La.....	150,000			2,903,303
Lake Charles deep water channel, La.....	2,500			11,418,212
Removing the water hyacinths, Louisiana.....	150,000			
Examinations, surveys, and contingencies, New Orleans.....			45,000	
Red River below Fulton, Ark.....	17,000			48,966
Quachita and Black Rivers, Ark. and La.....	140,000	120,000		75,595
Cypress Bayou and waterway between Jefferson, Tex., and Shreveport, La.....		2,400		638

² No report.

32 WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION, 1946

Statement showing the proposed application of funds included in the Budget estimate of \$47,388,000 for maintenance of river and harbor projects during the fiscal year 1946—Continued

Project	Maintenance (project 1.1)	Operation and care (project 1.2)	Examina- tions, surveys, and con- tingencies (project 1.3)	Commerce, calendar year 1943 (tons)
Removing snags and wrecks from the Mississippi River below the mouth of the Missouri River and from the Old and Atchafalaya Rivers (Vicksburg district)	\$25,000			
Examinations, surveys, and contingencies, Vicksburg			\$15,000	
White River, Ark. (below Peach Orchard Bluff)	80,000			156,238
Wolf River (Memphis Harbor), Tenn.	65,000			3,088,357
Removing snags and wrecks from the Mississippi River below the mouth of the Missouri River and from the Old and Atchafalaya Rivers (Memphis district)	25,000			
Examinations, surveys, and contingencies, Memphis			3,500	
Sabine-Neches waterway, Tex.	550,000			14,531,874
Gulf Intracoastal Waterway between Apalachee Bay, Fla., and the Mexican border (Galveston district)	650,000	\$100,000		12,427,468
Galveston Harbor, Tex.	135,000			10,154,430
Galveston Channel, Tex.	175,000			
Channel from Galveston Harbor to Texas City, Tex.	125,000			5,771,176
Channel to Port Bolivar, Tex.	10,000			(2)
Houston ship channel, Texas	525,000			15,047,871
Double Bayou, Tex.	15,000			17,879
Anahuac Channel, Tex.	25,000			45,323
Clear Creek, Tex.	15,000			(2)
Dickinson Bayou, Tex.	20,000			112,481
Freeport Harbor, Tex.	70,000			1,328,480
Channel from Pass Cavallo to Port Lavaca, Tex.	15,000			47,452
Port Aransas-Corpus Christi Waterway, Tex.	225,000			7,375,439
Corpus Christi, Tex., channel to and including turning basin at Navy seaplane base, Encinal Peninsula	10,000			(2)
Brazos Island Harbor, Tex.	75,000			176,542
Examinations, surveys, and contingencies, Galveston			70,000	
White River, Ark. (above Peach Orchard Bluff)	25,000			(3)
Upper White River, Ark.	12,000	25,000		7,162
Examinations, surveys, and contingencies, Little Rock			4,500	
Examinations, surveys, and contingencies, Tulsa			3,000	
Mississippi River between the Ohio and Missouri Rivers	850,000			3,156,530
Examinations, surveys, and contingencies, St. Louis			80,000	
Mississippi River between the Missouri River and Minneapolis, Minn.	604,600	1,400,000		3,442,288
St. Croix River, Wis. and Minn.	5,000			7,432
Reservoirs at headwaters of the Mississippi River		16,000		
Minnesota River, Minn.	1,000			325
Examinations, surveys, and contingencies, St. Paul			75,000	
Mill Creek and South Slough at Milan, Ill.	2,000			
Illinois and Mississippi Canal, Ill.		160,000		11,712
Examinations, surveys, and contingencies, Rock Island			190,000	
Missouri River, Kansas City to the mouth	1,700,000			393,715
Osage River, Mo.		6,000		8,092
Examinations, surveys, and contingencies, Kansas City			15,000	
Missouri River, Kansas City, Mo., to Sioux City, Iowa	1,200,000			142,247
Examinations, surveys, and contingencies, Omaha			15,000	
Missouri River at Fort Peck, Mont.		250,000		
Examinations, surveys, and contingencies, Fort Peck			25,000	
Ohio River lock and dam construction		2,949,950		
Ohio River open channel work	1,000,000			36,610,262
Monongahela River, Pa. and W. Va.	40,000	450,000		30,816,312
Allegheny River, Pa.	8,000	175,000		2,983,740
Youghiogbeny River, Pa.	5,000			103,697
Tygart River, W. Va.		30,000		
Examinations, surveys, and contingencies, Pittsburgh			55,000	
Muskingum River, Ohio	10,000	50,000		1,402,373
Kanawha River, W. Va.	20,000	125,000		5,045,496
Little Kanawha River, W. Va.		16,000		33,518
Examinations, surveys, and contingencies, Huntington			170,000	

² No report.

³ See White River (below Peach Orchard Bluff).

Statement showing the proposed application of funds included in the Budget estimate of \$47,388,000 for maintenance of river and harbor projects during the fiscal year 1946—Continued

Project	Maintenance (project 1.1)	Operation and care (project 1.2)	Examina- tions, surveys, and contingencies (project 1.3)	Commerce, calendar year 1943 (tons)
Kentucky River, Ky.	\$35,000	\$150,000		248,493
Big Sandy River, W. Va. and Ky., including Tug and Levisa Forks.		25,000		5,153
Examinations, surveys, and contingencies, Cincin- nati.			\$95,000	
Green, Barren, and Nolin Rivers and Bear Creek, Ky.	25,000	60,000		92,002
Rough River, Ky.		2,450		1,466
Examinations, surveys, and contingencies, Louisville.			40,000	
Cumberland River, Tenn. and Ky.	20,000	260,000		712,059
Tennessee River, Tenn., Ala., and Ky.	10,000	250,000		2,869,218
Examinations, surveys, and contingencies, Nashville.			95,000	
Duluth-Superior Harbor, Minn. and Wis.	130,000			68,656,789
Cornucopia Harbor, Wis.	6,000			831
Ashland Harbor, Wis.	22,000			6,754,547
Ontonagon Harbor, Mich.	25,000			22,329
Keweenaw waterway, Michigan.	100,000			400,832
Presque Isle Harbor, Mich.	15,000			3,545,873
Marquette Harbor, Mich.	15,000			845,624
Grand Marais Harbor of Refuge, Mich.	25,000			3,635
Warroad Harbor and River, Minn.	15,000			2,514
Examinations, surveys, and contingencies, Duluth.			18,000	
Manistique Harbor, Mich.	9,000			347,483
Menominee Harbor and River, Mich. and Wis.	15,000			617,415
Green Bay Harbor, Wis.	35,000			2,337,248
Fox River, Wis.	20,000	115,000		283,495
Sturgeon Bay and Lake Washington ship canal, Wis- consin.	75,000			379,692
Algoma Harbor, Wis.	5,000			2,499
Kewaunee Harbor, Wis.	14,000			1,210,614
Two Rivers Harbor, Wis.	18,000			47,520
Manitowoc Harbor, Wis.	23,000			1,927,767
Sheboygan Harbor, Wis.	20,000			444,865
Port Washington Harbor, Wis.	8,000			184,039
Milwaukee Harbor, Wis.	20,000			7,677,919
Racine Harbor, Wis.	18,000			403,373
Kenosha Harbor, Wis.	13,000			44,823
St. Joseph Harbor, Mich.	25,000			269,442
South Haven Harbor, Mich.	20,000			14,963
Holland Harbor, Mich.	14,000			87,532
Grand Haven Harbor and Grand River, Mich.	40,000			1,249,323
Muskegon Harbor, Mich.	18,000			2,191,740
Ludington Harbor, Mich.	70,000			2,976,261
Manistee Harbor, Mich.	18,000			872,765
Frankfort Harbor, Mich.	17,000			1,925,702
Charlevoix Harbor, Mich.	5,000			37,309
Examinations, surveys, and contingencies, Milwaukee.			16,000	
Waukegan Harbor, Ill.	2,000			264,433
Chicago Harbor, Ill.	5,000			
Chicago River, Ill.	5,000			21,346,781
Calumet Harbor and River, Ill. and Ind.	90,000			
Indiana Harbor, Ind.	120,000			12,688,776
Michigan City Harbor, Ind.	15,000			150
Illinois waterway, Illinois.	300,000	300,000		6,445,373
Examinations, surveys, and contingencies, Chicago.			23,000	
St. Marys River, Mich.	200,000	550,000		117,904,147
St. Clair River, Mich.	60,000			
Channels in Lake St. Clair, Mich.	35,000			118,937,035
Detroit River, Mich.	75,000			123,753,034
Saginaw River, Mich.	10,000			1,930,332
Black River, Mich.	3,000			589,558
Rouge River, Mich.	65,000			7,235,952
Monroe Harbor, Mich.	25,000			40,402
Toledo Harbor, Ohio.	150,000			29,551,707
Examinations, surveys, and contingencies, Detroit.			50,000	
Sandusky Harbor, Ohio.	22,000			11,473,000
Huron Harbor, Ohio.	30,000			2,581,640
Lorain Harbor, Ohio.	53,000			9,859,806
Cleveland Harbor, Ohio.	300,000			20,670,793
Fairport Harbor, Ohio.	60,000			4,416,229
Ashtabula Harbor, Ohio.	100,000			15,266,433
Conneaut Harbor, Ohio.	80,000			15,639,519
Erie Harbor, Pa.	40,000			7,255,140
Buffalo Harbor, N. Y.	100,000			
Black Rock Channel and Tonawanda Harbor, N. Y.	100,000	110,000		21,718,917
Niagara River, N. Y.	3,000			3,849,519

34 WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION, 1946

Statement showing the proposed application of funds included in the Budget estimate of \$47,388,000 for maintenance of river and harbor projects during the fiscal year 1946—Continued

Project	Maintenance (project 1.1)	Operation and care (project 1.2)	Examina- tions, surveys, and con- tingencies (project 1.3)	Commerce, calendar year 1943 (tons)
Rochester (Charlotte) Harbor, N. Y.	\$24, 000			2, 068, 964
Great Sodus Bay Harbor, N. Y.	9, 000			1, 975, 358
Oswego Harbor, N. Y.	18, 000			2, 277, 332
Ogdensburg Harbor, N. Y.	13, 000			475, 398
Examinations, surveys, and contingencies, Buffalo			\$50, 000	
Examinations, surveys, and contingencies, Los Angeles			24, 000	
Oakland Harbor, Calif.	65, 000	\$15, 000		5, 258, 862
Richmond Harbor, Calif.	65, 000			11, 095, 357
San Pablo Bay and Mare Island Strait, Calif.	200, 000			2, 836, 998
Noyo River, Calif.	25, 000			1, 559
Humboldt Harbor and Bay, Calif.	45, 000			74, 920
Examinations, surveys, and contingencies, San Francisco			15, 000	
San Joaquin River, Calif.	65, 000			
Stockton and Mormon Channels (diverting canal) Calif.	4, 000			671, 414
Mokelumne River, Calif.	2, 000			14, 219
Sacramento River, Calif.	150, 000			832, 656
Feather River, Calif.	1, 500			(2)
Middle River and connecting channels, California	1, 000			39, 746
Suisun Bay Channel, Calif.	25, 000			1, 778, 577
Suisun Channel, Calif.	1, 000			51, 484
Old River, Calif.	12, 000			146, 939
Treatment of the Yuba River debris situation—restraining barriers	10, 000			
Sacramento River and tributaries, California (debris control)	25, 000			
Examinations, surveys, and contingencies, Sacramento			20, 000	
Coquille River, Oreg.	30, 000			382, 690
Coos Bay, Oreg.	150, 000			1, 932, 348
Coos River, Oreg.	4, 000			433, 242
Umpqua River, Oreg.	300, 000			439, 485
Yaquina River, Oreg.	2, 000			149, 818
Yaquina Bay and Harbor, Oreg.	30, 000			154, 662
DePoe Bay, Oreg.	8, 000			155
Tillamook Bay and Bar, Oregon	35, 000			95, 370
Columbia River at the mouth, Oregon and Washington	55, 000			(1)
Skipanon Channel, Oreg.	30, 000			472, 411
Youngs Bay and Youngs River, Oreg.	4, 000			841, 976
Columbia and Lower Willamette Rivers, below Vancouver, Wash., and Portland, Oreg.	600, 000			16, 344, 557
Westport Slough, Oreg.	5, 000			537, 963
Willamette River above Portland and Yamhill River, Oreg.	300, 000	7, 500		4, 892, 393
Willamette River at Willamette Falls, Oreg.		70, 000		216, 020
Columbia River between Vancouver, Wash., and Bonneville, Oreg.	100, 000			1, 843, 319
Columbia River at Bonneville, Oreg.		600, 000		681, 665
The Dalles-Celilo Canal, Oreg. and Wash.		75, 000		8, 554
Columbia River and tributaries above Celilo Falls to the mouth of Snake River, Wash. and Oreg.	85, 000			424, 591
Snake River, Oreg., Wash., and Idaho	10, 000			629
Cowlitz River, Wash.	10, 000			575, 170
Skamokawa Creek, Wash.	5, 000			11, 916
Grays River, Wash.	3, 000			53, 011
Deep River, Wash.	5, 000			299, 408
Columbia River at Bakers Bay, Wash.	30, 000			23, 524
Columbia River between Chinook, Wash., and the head of Sand Island	10, 000			3, 984
Examinations, surveys, and contingencies, Portland			289, 800	
Willapa River and Harbor, Wash.	140, 000			798, 977
Grays Harbor and Chehalis River, Wash.	125, 000			2, 500, 208
Quillayute River, Wash.	7, 500			493
Puget Sound and its tributary waters, Washington	50, 000			
Olympia Harbor, Wash.	20, 000			1, 409, 570
Tacoma Harbor, Wash.	35, 000			2, 880, 030
Seattle Harbor, Wash.	50, 000			10, 360, 556
Lake Washington ship canal, Washington		110, 000		2, 360, 481

¹ Through traffic.

² Not reported.

Statement showing the proposed application of funds included in the Budget estimate of \$47,388,000 for maintenance of river and harbor projects during the fiscal year 1946--Continued

Project	Maintenance (project 1.1)	Operation and care (project 1.2)	Examina- tions, surveys, and con- tingencies (project 1.3)	Commerce, calendar year 1943 (tons)
Everett Harbor, Wash.	\$25,000			3,696,095
Swinomish Slough, Wash.	50,000			553,091
Bellingham Harbor, Wash.	5,000			945,423
Stikine River, Alaska	900			1,603
Nome Harbor, Alaska	22,500			75,884
Examinations, surveys, and contingencies, Seattle			\$47,000	
Honolulu Harbor, T. H.	2,000			2,194,348
Kahului Harbor, T. H.	2,000			502,603
Hilo Harbor, T. H.	2,500			650,794
Nawiliwili Harbor, T. H.	4,500			44,314
Port Allen Harbor, T. H.	3,300			244,523
Kaunakakai Harbor, T. H.	1,000			46,836
Keehi Lagoon, T. H.	25,000			
Examinations, surveys, and contingencies, Honolulu			4,200	
San Juan Harbor, P. R.	35,000			1,375,548
Examinations, surveys, and contingencies, Puerto Rico			30,000	
Total	27,500,000	\$10,200,000	2,000,000	1,293,901,128
Miscellaneous items:				
Project 1.4. Removal of wrecks				200,000
Project 1.5. Survey of northern and northwestern lakes				215,000
Project 1.6. Supervisor of New York Harbor				258,000
Project 1.7. Expenses of California Debris Commission				11,000
Project 3. Salaries, Office of Chief of Engineers (allotment roll)				265,000
Project 4. Printing for Rivers and Harbors Board (sec. 6, Rivers and Harbors Act, July 3, 1930, and surveys authorized by law)				20,000
Project 5. Rivers and Harbors Board expenses				229,000
Project 6. Beach Erosion Board				50,000
Project 7. Dredge construction				6,315,000
Transfer to Geological Survey (stream gaging)				125,000
Total				7,688,000
Grand total				47,388,000

TREND OF COMMERCE

Mr. SNYDER. What is the trend in the amount of commerce making use of our river and harbor improvements?

General REYBOLD. The traffic in ton-miles of the waterway system as indicated on the chart, is upward.

Mr. SNYDER. Every year?

General REYBOLD. Yes, sir; for the past 12 years it has been steadily upward. In our ports, or at least some of our ports, our imports and exports have been on the decline, of course, as the result of war conditions in our larger coastal harbors.

Mr. SNYDER. But on rivers, like the one in my district, the Monongahela River, what is the trend?

General REYBOLD. The commerce on our interior waterways, like the Ohio, the Monongahela, the Illinois Rivers, and the connecting channels of the Great Lakes, shows a decrease for the calendar year 1943 from the calendar year 1942.

TONNAGE ON MONONGAHELA RIVER

Mr. SNYDER. I would like to know the tonnage on the Monongahela River in the fiscal year 1943.

Colonel GOETHALS. These figures are compiled on the calendar-year basis. On the Monongahela River for 1943 the tonnage was 30,816,312.

Mr. SNYDER. What other river had more tonnage on it?

Colonel GOETHALS. The Mississippi River main stem, from Minneapolis to the Passes.

Mr. SNYDER. I know that.

Colonel GOETHALS. Also the Ohio River below Pittsburgh. That amount was 36,600,000 tons.

Mr. SNYDER. Of course, the Ohio is a part of the Mississippi. I mean a river that is considered by itself, like the Missouri River.

Colonel GOETHALS. There were no others like the Monongahela in that category.

Mr. SNYDER. The Monongahela River has more tonnage on it?

Colonel GOETHALS. Yes, sir.

Mr. SNYDER. And that amounted to 30,800,000 tons plus?

Colonel GOETHALS. Yes, sir.

Mr. SNYDER. What did it cost the Government to keep up the locks on that river?

COST OF UPKEEP OF LOCKS ON MONONGAHELA RIVER

Colonel GOETHALS. The cost of maintenance during the fiscal year 1944 was \$703,871 and the average cost for the 5-year period, 1940 to 1944, was \$659,145.

Mr. SNYDER. I think that is \$732,955 for the fiscal year 1943. That is a pretty low figure for upkeep. It is much less than some other rivers that do not carry the same amount of tonnage. That is due to existence of side walls, and so forth. Is there anything in the table in reference to the Monongahela?

Colonel GOETHALS. Yes, sir; the table we inserted, with reference to the projects we propose to maintain, has a final column showing the commerce for the year 1943 for each of the projects.

MANPOWER SITUATION

Mr. MAHON. My own personal feeling is that we should conserve as much manpower as is possible at this time. Do I understand from your statement to the committee that you have cut this estimate to the irreducible minimum in presenting it to us?

General REYBOLD. Yes, sir. As a matter of fact, Congressman Mahon, we cannot start any new work without an authorization from the War Production Board, and even in those cases those projects must have a close relationship to the war effort.

Mr. MAHON. In fact, the estimate you are requesting is for something directly of interest to the promotion of the war effort?

General REYBOLD. To the promotion of the war effort, or, in some minor instances to protect the works that already exist.

Mr. MAHON. This estimate is presented to us with the view that the whole war picture will continue for some time as it is now?

General REYBOLD. Yes, sir.

Mr. MAHON. After the war you will undoubtedly ask for a lot more money for the expansion of the program you have discussed here?

General REYBOLD. Yes, sir.

INTRACOASTAL WATERWAY

Mr. MAHON. You made reference a while ago to the money that has been spent during the war on this Intracoastal Waterway. Is it necessary to spend further funds for the completion of that project at this time?

General REYBOLD. No, sir. I might say the waterway from Corpus Christi to Carrabelle, Fla., has been completed, but the authorized extension from Corpus Christi to the Mexican border as well as the section between Carrabelle and Apalachee Bay, Fla., has not yet been undertaken.

Mr. HENDRICKS. You mean the eastern extremity up to Florida?

General REYBOLD. Yes, sir.

Mr. MAHON. You ask for maintenance of this project, \$550,000, I believe?

Colonel GOETHALS. That applies from Corpus Christi eastward, because we have not started the extension from Corpus Christi south. That is for maintenance.

Mr. MAHON. In going through these projects I note you say that it is largely for maintenance, with very little construction. What is the nature of the maintenance, for instance, on this project? What would be the nature of that expenditure?

Colonel GOETHALS. That is for dredging, notably in the stretcher near the junction of the Brazos and Colorado Rivers with the Intracoastal Canal.

General REYBOLD. The entire fund also embraces the operation and maintenance of our lock and dam structures on the navigable waters, and also surveys and preliminary examinations, and contingencies.

MAINTENANCE ITEMS

Mr. ENGEL. Under this maintenance item you might rebuild an entire lock, might you not?

General REYBOLD. No sir; unless we adhered to existing project dimensions.

Mr. ENGEL. That would be maintenance, would it not?

General REYBOLD. Yes, sir; as I recall there is an act of Congress that authorizes the replacement of locks provided certain conditions are met including the approval of the Board of Engineers for Rivers and Harbors.

Mr. ENGEL. In building a pier you might tear out an old pier and put in a new one?

General REYBOLD. No, sir; not necessarily.

It depends on the magnitude of the job.

Mr. ENGEL. There may be several locks worn out and completely gone. In some cases I know, I have proved it, where a pier was gone and you would rip it out and put a new pier in. That is maintenance, is it not?

General REYBOLD. Yes, sir.

Mr. ENGEL. In figuring this maintenance item, where does new construction come in? Is it on account of the volume or the size?

General REYBOLD. It is a question of volume, or it may be a question of an entire new study of a river system whereby we would investigate and recommend a course of construction, we will say, of a dozen new locks on a stream to replace 30 existing antiquated locks.

NEW WORK

Mr. MAHON. Your largest item of new expenditure is \$1,600,000 for the New York and New Jersey channels. What will that money be spent for?

General REYBOLD. That will be for dredging and rock excavation. It is a very important channel in connection with the navigation of heavy oil tankers.

Mr. MAHON. Your next largest item is \$1,000,000 for the Mississippi River. What is the nature of that?

General REYBOLD. That is for some dredging, but principally for the construction of dikes, in order to secure the channel in a more rigid alignment, and also some bank revetments.

Mr. MAHON. For the Illinois River you want half a million dollars. Is that for a similar type of work?

General REYBOLD. That is for improving the channel and removing obstructions in the Illinois Waterway.

Mr. MAHON. You have carefully gone into these things and figured them out specifically in arriving at these figures?

General REYBOLD. Yes, sir. We have also an estimate for the Ohio River, where there are several bad shoals.

Mr. MAHON. The next largest item is for \$198,000?

General REYBOLD. Yes, sir; that is on the Kanawha River, for application to payment of flowage rights, where we built some high dams and want to settle with the owners of the overflowed land.

ARKANSAS RIVER IMPROVEMENT

Mr. NORRELL. What do you have planned in Arkansas with reference to rivers and harbors improvements under this bill?

General REYBOLD. There is nothing asked for under this appropriation. We have, however, Mr. Norrell, a pending report, a very comprehensive report on the Arkansas River, which will embrace navigation, flood control, power, and irrigation.

Mr. NORRELL. When do you think that will come up for consideration?

General REYBOLD. The State of Arkansas and the State of Oklahoma have asked that hearings be held in their respective States early in May, and the Board of Engineers for Rivers and Harbors is making arrangements for these hearings, one to be held at Tulsa and the other to be held at Little Rock.

Mr. HENDRICKS. When making up your estimates you did not consider projects approved but not authorized in the last rivers and harbors bill; is that correct—that is, projects favorably reported by the engineers but not authorized by the last rivers and harbors bill? They passed both the House and Senate, but failed in conference.

General REYBOLD. No, sir; they are not under consideration.

Mr. HENDRICKS. On these so-called stand-by projects I notice you say some others are active. On what basis do you make them stand-by, and on what basis do you make others active?

General REYBOLD. There may be several reasons for a project being placed in suspense. There may be requirements of local cooperation which the local interests have failed to meet. There may be a reduction of the commerce on the stream whereby it would be held in a low priority, pending an increase in commerce or a greater demand for the improvement of the harbor or the stream. There may also be other questions involved.

I think in order to answer your question I would have to know specifically the items to which you refer.

Mr. HENDRICKS. I mean the reasons in general. You have given two of them, and one of them you say is lack of local cooperation.

General REYBOLD. That is right.

Mr. HENDRICKS. Then the second is probably the lessening of the amount of commerce on a stream.

General REYBOLD. That may be so.

Mr. HENDRICKS. Or the eliminating of commerce?

General REYBOLD. Yes, sir.

Mr. HENDRICKS. Do you have any other reason?

General REYBOLD. No, sir.

Mr. HENDRICKS. Those are the main reasons?

General REYBOLD. Yes, sir.

Mr. HENDRICKS. Then we are to assume that those which are in an active status are those where there is no lack of local cooperation?

General REYBOLD. And the green light is there for those projects. It is a question of having sufficient manpower and materials.

WITHLACOOCHEE RIVER

Mr. HENDRICKS. One question I would like to ask you is this. I have one project in mind as to which I know you have, because of the war, suspended action, or some surveys and reports on the projects in the bill.

Suppose you had a survey of a river where they needed some work done to take out some shoals or some bad curves of rock, and you had suspended action on that, but later you discovered it was being used in the war effort to haul fuel for power plants. What procedure would you go through to have that reviewed and get it up to date?

General REYBOLD. If I understand your question—

Mr. HENDRICKS. You may remember that you might have had some information on it. It was the Withlacoochee River in Florida.

General REYBOLD. Is it an approved project?

Mr. HENDRICKS. No; you have had two surveys there, one in 1927, but there has been no report on that. Then there was one in 1942, and it might have been suspended due to the war effort. But there was a survey asked for in 1927 and also in 1942 on that project from the Gulf to Port Inglis. But no report has been made.

There is a big power plant owned by the Florida Power Corporation which supplies power to Jacksonville, Gainesville, Tampa, and other small cities. It hauls fuel in barges, and that fuel is distributed to Camp Blanding and other Army posts. Recently they found that it was almost impossible to get through, there was a good deal of delay in getting fuel. They came to the War Production Board and they got to work on that.

There are two reports being held up for some reason. I wondered how you could go about getting those reports out so they would not have to go to the War Production Board and get emergency funds.

General REYBOLD. Under authority contained in the Second Deficiency Appropriation Act approved June 28, 1944 we are performing certain work in the Withlacoochee River between the mouth and Inglis, involving the easing of five sharp bends to afford more adequate facilities for the barges being used. Fifty-four thousand dollars has been made available for the accomplishment of this work. Recently, due to complaints by navigators using the stream, additional funds in the amount of \$6,000 were made available for a survey to ascertain more detailed information as to channel conditions.

Mr. HENDRICKS. Did I understand you to say that you have allotted \$4,000 to that river?

General REYBOLD. No; \$54,000 for dredging and rock removal, and \$6,000 for additional surveying.

Mr. HENDRICKS. Now they are asking for an additional \$80,000?

General REYBOLD. Preliminary data from our field office indicates that between \$80,000 and \$90,000 is required to perform additional work desired by local interests.

Mr. HENDRICKS. You are having a survey made to bring that up to date?

General REYBOLD. A survey of the additional work needed to bring it up to the actual requirements.

Mr. HENDRICKS. May I ask, if it is not an improper question, just what is the possibility of their getting the extra money they need to take care of that?

General REYBOLD. We have a reserve fund to take care of emergencies of that sort.

Mr. HENDRICKS. Do you care to go beyond the fact that you actually have it under consideration and you think it is needed?

General REYBOLD. As a result of endorsements by the War Production Board and the Office of Defense Transportation, recommendation was made to the Budget Bureau that authority be obtained for performing work in the Withlacoochee River, the item in the Deficiency Act of June 28, 1944, was the result. Should the survey now being made indicate additional work as being necessary and warranted, we can allocate a sufficient amount within our authorized appropriation to take care of emergencies such as you refer to.

NEW WORK

Mr. POWERS. General, there is one more question: I note under "New projects" here the total is \$3,970,000, under which there is for New York and New Jersey channels \$1,600,000. What type of new work are you going to do on the New York and Jersey channels?

General REYBOLD. That is rock excavation and dredging, mostly.

Mr. POWERS. That does not come under "Maintenance"?

General REYBOLD. No; none of this that you are talking about now. That \$3,970,000 is all for new work.

Mr. POWERS. That is right.

General REYBOLD. That is new work.

Mr. POWERS. Is not rock excavation and dredging under "Maintenance," too?

General REYBOLD. No. Once rock excavation is completed you have got it; you may have some maintenance dredging to do later, or whenever it silts up.

Mr. POWERS. Are all of these projects which go to make up the \$3,970,000 for rock excavation?

General REYBOLD. No, sir.

Mr. POWERS. What is the balance of it?

General REYBOLD. For the Caloosahatchee River and Lake Okechobee drainage areas, Florida, \$165,000 is included for Laintor gates for the new spillway at the St. Lucie Lock; and for a new lock gate to replace temporary wooden flashboards.

Mr. POWERS. How about the Mississippi River?

General REYBOLD. The Mississippi River between the Ohio and Missouri Rivers continues a project that has been going on for a long period of years for the construction of dikes, just as we have been doing in the Missouri and some other rivers; it also includes some bank protection, and work tying in the dikes to the mainland.

OHIO RIVER OPEN-CHANNEL WORK

Mr. POWERS. How about the Ohio River open-channel work?

General REYBOLD. For widening the channel and easing bad bends.

Colonel GOETHEL. It is a combination of about 11 different jobs. Some of it is rock excavation and some not.

WEST VIRGINIA PROJECT

Mr. POWERS. How about the West Virginia job?

General REYBOLD. That is for flowage rights as a result of the construction of high dams on the Kanawha River.

ILLINOIS RIVER

Mr. POWERS. How about the Illinois River?

General REYBOLD. The estimate provides for channel enlargement at Pekin and County Poor Farm Bends.

Mr. ENGEL. What about the Missouri-Kansas City maintenance work, \$1,700,000; will there be any dredging in there?

General REYBOLD. That will consist largely of maintaining the dikes and revetments.

Mr. ENGEL. Will there not be some dredging in that work?

General REYBOLD. Some maintenance dredging may be required.

Mr. ENGEL. You have the Missouri River, Kansas City to Sioux City, \$1,200,000; that is all for dredging and dikes?

General REYBOLD. Dredging and dike maintenance.

Mr. ENGEL. What will that cost—financing the repairs to the dikes that went out near St. Louis last year? You remember the flood last year, in June, do you not?

General REYBOLD. You are speaking of dikes?

Mr. ENGEL. Yes.

General REYBOLD. When I speak of dikes I mean the dikes that run out as distinguished from levees which I imagine you are referring to.

Mr. ENGEL. To levees, yes.

General REYBOLD. No. We have repaired them but they have never been built up to the authorized heights and cross sections.

FUNDS FROM OTHER APPROPRIATIONS

Mr. ENGEL. Do you have any other funds not given to you by this committee that are available for repairing levees or for construction of levees or for building rivers and harbors work?

General REYBOLD. You mean coming to us from departments such as the Navy?

Mr. ENGEL. To your corps. Do you have any funds for rivers and for harbors work, either for maintenance or construction, from any sources other than that given you by this committee through the regular rivers and harbors appropriation bill, or through a deficiency bill or from any other source?

Colonel GOETHALS. We have had some Navy funds for emergency work, funds which were provided by the Navy Department.

Mr. ENGEL. And you also had some deficiency funds for dredging?

Colonel GOETHALS. Yes.

Mr. ENGEL. How much did you have from the Navy Department?

Colonel GOETHALS. I would have to get that figure for you.

Mr. ENGEL. Could you insert that in the record, and also state the purposes for which it was expended?

Colonel GOETHALS. Yes; we will be glad to supply that.

(The statement requested follows:)

Funds made available by Navy Department, July 1, 1942, to Jan. 22, 1945

Project:

Portland Harbor, Maine (dredging channel west of Diamond Island)-----	\$403, 600
Casco Bay, Portland Harbor, Maine (removal of ledge rock)----	1, 652, 000
Weymouth Back River, Mass. (dredging channel)-----	114, 000
Boston Harbor, Mass. (dredging Bird Island Flats anchorage)--	460, 000
Point Lookout, N. Y. (dredging State boat channel)-----	25, 000
East River, N. Y. (rock removal at Corlears Hook Reef)-----	2, 200, 000
Navy Yard Annex, Bayonne, N. J. (dredging approach channel, naval drydock)-----	1, 000, 000
Lower Bay, New York Harbor (dredging Gravesend Bay anchorage)-----	2, 000, 000
Philadelphia, Pa. (dredging opposite navy yard)-----	165, 000
Cape May County Canal, N. J. (dredging)-----	2, 016, 500
Dahlgren, Va. (dredging entrance channel)-----	280, 000
Wilmington, N. C. (placing hydraulic fill in drydock construction basins)-----	6, 000
Ponce de Leon Inlet, Fla. (channel dredging)-----	175, 000
Gulfport Harbor and Ship Island Pass, Miss. (dredging anchorage and channels)-----	391, 000
Savannah, Ga. (dredging at United States naval receiving barracks)-----	25, 000
Northeast (Cape Fear) River, N. C. (dredging submergence test basins)-----	40, 000
Galveston Roads, Galveston, Tex. (dredging additional anchorage)-----	100, 000
Port Chicago, Suisun Bay, Calif. (removal of wreckage)-----	150, 000
Long Beach Outer Harbor (dredging adjacent to 45-foot channel)-	32, 000
Morro Bay, Calif. (harbor improvements)-----	1, 500, 000
Naval Air Station, Alameda, Calif. (dredging approach channel and turning basin)-----	75, 000
Los Angeles Harbor, Calif., west channel (dredging and depositing for fill)-----	388, 000
Grays Harbor, Wash. (deepening channels)-----	162, 000
Total-----	13, 360, 100

Mr. ENGEL. Did the work which the Navy asked you to do—I presume they asked you to do it—represent work for which they supplemented money which was given to you by this committee?

General REYBOLD. The Navy Department has requested us on numerous occasions to perform work necessary to the war effort. In those cases where the work requested was not included in the authorized project they would furnish the necessary funds.

Mr. ENGEL. Have they given you any money also for operating projects?

General REYBOLD. They are providing funds for the maintenance of the Cape May County Canal.

Mr. ENGEL. The Navy provided the funds and you simply did the work for the Navy?

Colonel GOETHALS. That is right.

DREDGING COSTS, INCREASE

Mr. SNYDER. Before we take up flood control, General, I would like to ask you this one question concerning rivers and harbors: Has the cost of dredging on rivers and harbors in the United States gone up each year over the past 10 years?

General REYBOLD. Yes, sir.

Mr. SNYDER. It has been going up each year?

General REYBOLD. Yes, sir.

Mr. ENGEL. Have you any information that you can furnish the committee as to the increase, if any, per cubic yard cost, of either rock removal or other material?

General REYBOLD. Yes; we can supply that. We have cost figures on every contract we have ever let anywhere.

Mr. ENGEL. Which show the increase in cost? What I am talking about now is the legitimate increase in costs due to increased costs of labor, material, and so on.

General REYBOLD. Yes, I know what you want.

Mr. ENGEL. You have that information?

General REYBOLD. Yes; we do have such information.

Mr. ENGEL. As to how it will break down into cubic yard cost?

General REYBOLD. Yes; that is generally the way the dredging is figured, on the cost per cubic yard basis.

Mr. ENGEL. Could you furnish the committee information with regard to that, say over the last 2 or 3 years?

General REYBOLD. Yes.

Mr. ENGEL. Just furnish it for the record.

General REYBOLD. We will be glad to supply it.

(The information requested follows:)

During the fiscal year 1941, the total amount of dredging in connection with river and harbor projects was 311,395,551 cubic yards, at a total cost of \$31,223,366 or 10 cents per cubic yard. During the fiscal year 1944, the total amount of dredging in connection with river and harbor projects was 266,700,145 cubic yards, at a cost of \$32,771,239, or 12.3 cents per cubic yard, thereby indicating an increase of 23 percent. The amount of rock removal during recent years has been limited and not sufficiently large to prove any trend in prices, the cost of such work ranging from \$4.51 to \$6.35 per cubic yard.

Mr. ENGEL. Do you anticipate there is going to be any increased cost during the next fiscal year over and above your estimate? In other words, the estimates that you give us for the rivers and harbors are based upon the costs as they existed last year; is that correct?

General REYBOLD. The estimates are based on prices prevailing during the early summer of 1944.

Mr. ENGEL. Involving estimates covering six or eight million dollars; are these estimates based on the costs as they existed at the time the estimates were submitted to the Budget?

General REYBOLD. In the case of larger projects consideration is usually given to the trend in the prices as indicated by cost curves or general prevailing conditions.

Mr. ENGEL. And they might take into consideration then the question of increased cost?

General REYBOLD. That is probably done in some instances.

Mr. ENGEL. What I am getting at here, General, is whether or not we will be faced with a deficiency in these estimates because of increased costs.

General REYBOLD. I doubt that.

Mr. ENGEL. You think these estimates are adequate to meet your requirements?

General REYBOLD. Yes; based on the present plant and manpower situation.

Mr. ENGEL. That is, the requirements on each job?

General REYBOLD. Yes.

FLOOD CONTROL, GENERAL

Mr. SNYDER. The estimates for flood control, general, found on page 19 of the subcommittee print, call for \$14,037,000, and is an increase over the amount appropriated for the fiscal year 1945, of \$6,806,900, and an increase over the amount appropriated for the fiscal year 1944.

However, prior to that time it appears that the expenditure for flood control was several times greater than is here requested. Will you please state for the record the reasons for the previous as well as the present estimate?

GENERAL STATEMENT

General REYBOLD. Prior to the war the appropriation, "Flood control, general," as we refer to it as distinguished from the Mississippi River, reached approximately \$100,000,000 per year, one of the largest construction programs that we had up to that time.

Mr. SNYDER. That is right.

General REYBOLD. The greater part of that program, as the result of the war, has been curtailed, and our program for construction, year after year, has gotten smaller and smaller until we have reached a point of practically no new construction work.

Mr. SNYDER. Do you have a general statement covering general flood control?

General REYBOLD. Yes.

The flood control, general, program during the past year has again been limited to the essential construction, maintenance, and planning operations which come within the scope of the current wartime restrictions on civil-works activities.

The occurrence of several floods during the year, ranging from those of minor proportions up to the major floods on the Missouri and upper Mississippi Rivers, has once more shown the value of the flood-control projects already completed or in partial operation. Facilities of great importance to the war effort and the national economy, such as manufacturing industries, transportation and communication systems, and agricultural lands, have received direct benefits from these projects through the elimination or reduction of damages during those floods.

On the Missouri and upper Mississippi Rivers, as well as on other streams throughout the country to a lesser extent, we had a repetition of the severe floods of the previous year. In order to repair and restore the numerous private flood-control structures which failed or were seriously damaged during the floods of the past year, Congress in Public Law 318, approved May 29, 1944, authorized an expenditure of \$12,000,000 for the repair, restoration, and strengthening of levees and other flood-control works which were damaged or destroyed by those floods or subsequent floods, supplementing the authorizations for this type of work which had previously been made available. This repair work has now been largely completed and the remainder is expected to be finished prior to the 1945 flood season.

The appropriation estimate for the fiscal year 1946 for flood control, general, comes to a total of \$14,037,000. As a matter of interest in comparing the large reduction in flood-control activities made necessary by the war, a comparison of the estimate for the coming year with the appropriation of a typical pre-war year is illustrated by the chart shown here on the stand. The curtailment of construction work is very effectively shown by this chart [exhibiting].

The appropriation estimate for the fiscal year 1946 includes slightly more than \$7,000,000 for new work, consisting largely of strengthening or completion of projects where critical conditions warrant the undertaking of this work as soon as the availability of materials and manpower can be clearly established.

The estimate of \$1,308,000 for maintenance covers the operation of reservoirs and other flood-control projects where authorized by existing law, and essential maintenance work necessary to keep those projects in safe operating condition. The estimate of \$2,000,000 for preliminary examinations surveys, and contingencies will permit limited progress on our program of authorized survey reports and technical flood studies. The appropriations for surveys during the past several years are shown on the next chart on the stand. That chart [exhibiting] also illustrates the effect of the war in the curtailment of the survey program.

For the preparation of plans and specifications for the post-war construction program, the estimate now before you is \$2,000,000. This amount will keep our post-war planning program moving forward during the next fiscal year at a slow rate.

In view of the early interest of this committee in preparing for a program of public works construction for the post-war period, I should like to report to you on the progress made to date on our advance planning program for flood-control projects. Our progress at the start of the planning program was necessarily a little slow because of the demands for engineering personnel on the military construction program. As the latter program approached completion, it was possible to step up the progress on the planning for post-war construction by return to civil works of the regular trained

personnel of the Department who had spearheaded the quick expansion for military construction. We have at all times kept our military work uppermost and we shall again divert those people to military activities if the need comes. It is essential to keep them in our organization ready for any contingency.

During this time the Department has given considerable thought to the size of the post-war construction program that could be developed to assist in the reconversion from war to peacetime activities. It is believed that this program should be large enough to form a very substantial contribution to the public works program but should still be held within the limits of feasibility and efficient accomplishment with the basic organization of the Department for its civil works activities. In accordance with an existing Executive order on the preparation of advance programs, the period for the post-war construction program is set at 3 years.

A goal of \$1,000,000,000 has been established for the total volume of flood-control projects which can be placed under construction at the close of the war without loss of efficiency or economy in the construction operations. It would be possible to expand this program to an even larger volume if the most favorable conditions regarding availability of construction materials and equipment could be safely anticipated, but it is felt that the goal at this time should be kept to a figure which can be considered as more certain of accomplishment without loss of efficiency and economy. The attainment of this goal will, of course, be dependent upon the availability of sufficient funds for the preparation of adequate plans for the projects in the program.

This program has been adjusted to include a number of projects authorized in the recently approved Flood Control Act of December 22, 1944. The \$1,000,000,000 construction program contemplates a rate of expenditure of about \$250,000,000 per year for a 3-year period. A margin of \$250,000,000 is allowed between the total program of \$1,000,000,000 and the expenditures for the program of 3 years totaling \$750,000,000 in order to allow flexibility in the selection of projects to meet unemployment conditions, which may vary widely in the various parts of the country, and to cover projects that will carry on into the regular peacetime program in subsequent years after the 3-year period.

The present progress and scheduled future progress, provided adequate funds become available as called for by the schedule, are indicated by the following amounts, representing the estimated costs of projects that are now ready or will be ready for initiation of construction, or resumption of suspended work, by the dates stated:

\$273,000,000 now ready.

\$580,000,000 ready by June 1945.

\$780,000,000 ready by December 1945.

\$940,000,000 ready by June 1946.

\$1,000,000,000 ready by December 1946.

In view of the Department's record in completing the recent military construction program, which is many times greater than the goal of \$1,000,000,000 for the post-war construction program, the ability of the Department to successfully initiate and complete the latter program is definitely assured.

The funds provided to date plus the amount of \$2,000,000 included in the estimate for 1946 for advance planning will permit this program

to be carried forward so that the plans will be at the stage where initial contracts could be awarded. Plans will be completed for some projects, but for a large number of projects, these funds will permit the preparation of plans for only a part of the work involved. This latter group of projects, as well as the new projects in the recent Flood Control Act, cannot, of course, be classed as projects with plans completed and on the shelf until sufficient additional funds are provided and the planning work is finished. The status of the funds for this program and progress thereon may be illustrated graphically by the chart now on the stand.

The line near the top of the chart shows the total cost of projects included in the \$1,000,000,000 post-war construction program built up progressively for the dates on which the plans are scheduled to be completed. Immediately below this line you may note that we have shown the man-years of employment which this program will provide. The next line down shows the cost of preparing the plans for these projects. The horizontal line which crosses the line representing the cost of the planning represents the funds provided to date for this work plus the \$2,000,000 contained in the estimate for the fiscal year 1946. The shaded area between the funds-provided line (horizontal line) and cost-of-planning line (curved line) represents the additional funds needed to complete the plans for these projects and put them on the shelf ready for construction after the war.

With respect to the proposal to include in this planning program a number of projects authorized in the recent Flood Control Act, it may be noted that we have recently submitted supplemental estimates in the amounts of \$2,000,000 and \$8,000,000 for the fiscal years 1945 and 1946, respectively, to get the planning on these projects under way.

In accordance with our usual custom, I have here a schedule of allotments which the Department proposes to make within the total appropriation estimate of \$14,037,000 for the fiscal year 1946.

PROPOSED APPLICATION OF FUNDS

Mr. SNYDER. There is a table on pages 126 to 132, inclusive, which contains a break-down of the expenditures proposed under the various items. I think that table should be placed in the record at this point.

(The table referred to follows:)

Proposed application of funds included in budget estimate for fiscal year 1946

Project	Total estimated Federal cost	Previous allotments	Tentative allocation for fiscal year 1946	Additional to complete after 1946
PROJECT 1				
Construction:				
Clear Creek drainage and levee district, Illinois	\$2,538,000	\$1,321,000	\$874,000	\$273,000
East St. Louis and vicinity, Illinois	2,993,300	1,503,300	1,000,000	490,000
Wood River drainage and levee district, Illinois	2,580,000	1,085,000	1,495,000	-----
Harrisonville and Ivy landing, drainage and levee district No. 2, Illinois	2,215,500	1,075,500	1,140,000	-----
Perry County drainage and levee districts Nos. 1, 2, and 3, Missouri	3,561,000	1,505,000	995,000	1,061,000
York, Pa.	4,419,600	3,909,600	450,000	-----
Brevort levee, Indiana	1,319,300	1,019,300	300,000	-----
Levee unit No. 8, Indiana	500,700	270,700	230,000	-----
Gill Township levee unit, Indiana	780,000	500,000	60,000	-----
Muskingum River reservoirs, Ohio	36,090,000	33,283,100	500,000	2,306,900
Total, construction	56,797,400	45,622,500	7,044,000	4,130,900

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Proposed application of funds included in budget estimate for fiscal year 1946—Con.

Project	Total estimated Federal cost	Previous allot- ments	Tentative allocation for fiscal year 1946	Additional to complete after 1946
PROJECT 6				
Preparation of detailed plans and specifications:				
Merrimack River Basin: Bennington Reservoir, N. H.	\$4,632,000	\$114,000	\$40,200	\$4,477,800
Connecticut River Basin:				
West Canaan Reservoir, N. H.	2,520,000	100,000	25,000	2,395,000
Honey Hill Reservoir, N. H.	1,935,000	80,000	25,000	1,830,000
Thames River Basin:				
Buffumville Reservoir, Mass.	820,000	50,000	10,000	760,000
Westville Reservoir, Mass.	1,550,000	65,000	10,000	1,485,000
Hoosie River Basin: North Adams, Mass.	1,471,000	80,000	19,000	1,381,000
Susquehanna River Basin:				
Elmira, N. Y.	3,441,000	1 1,148,900	40,000	2,252,100
Davenport Center Reservoir, N. Y.	2,990,000	153,300	30,000	2,806,700
West Oneonta Reservoir, N. Y.	2,781,000	152,200	30,000	2,598,800
Williamport, Pa.	5,278,000	1 1,242,900	50,000	3,985,100
Swoyerville and Forty Fort, Pa.	529,800	20,000	60,000	449,800
Gulf coastal area:				
Whitney Reservoir, Tex.	10,150,000	275,000	50,000	9,825,000
Eagle Lake to Matagorda, Tex.	6,150,000	213,000	38,000	5,899,000
Hords Creek Reservoir, Tex.	460,000	57,200	50,000	352,800
Lake Brownwood Reservoir, Tex.	2,500,000	91,200	100,000	2,308,800
San Angelo Reservoir and Floodway, Tex.	6,800,000	145,100	80,000	6,574,900
Brady, Tex.	825,000	35,000	15,000	775,000
White River Basin: Bull Shoals Reservoir, Ark.	50,500,000	750,000	150,000	49,000,000
Arkansas River Basin:				
Hutchinson, Kans.	1,070,000	60,000	60,000	930,000
Wichita and Valley Center, Kans.	2,603,100	45,000	100,000	2,458,100
Toronto Reservoir, Kans.	8,102,600	110,000	50,000	7,942,600
Fall River Reservoir, Kans.	9,465,000	150,000	50,000	9,265,000
Upper Mississippi River Basin: Coralville Reser- voir, Iowa.	6,007,000	291,600	50,000	5,665,400
Ohio River Basin:				
Chattanooga, Tenn., and Rossville, Ga.	13,500,000	339,000	80,000	13,090,000
Salversville, Ky.	174,000	15,000	20,000	139,000
Summersville Reservoir, W. Va.	14,902,000	103,000	5,000	14,789,000
Evansville, Ind.	3,628,000	1 1,420,800	10,000	2,197,200
Louisville, Ky.	7,150,000	253,800	120,000	6,776,200
Punxsutawney, Pa.	499,000	78,100	22,000	398,900
Great Lakes Area: Sebawaing, Mich.	250,000	7,400	800	241,600
Columbia River Basin:				
Milton-Freewater, Ore.	567,000	20,000	30,000	517,000
Quartz Creek Reservoir, Ore.	15,447,000	150,000	100,000	15,197,000
Lookout Point Reservoir, Ore.	19,349,000	380,000	204,000	18,765,000
South Pacific coastal area:				
Los Angeles River, Calif.	7,524,000		150,000	7,374,000
San Gabriel River, Calif.	12,047,150	41,800	135,000	11,870,350
Total, plans and specifications.	227,607,050	8,234,300	2,000,000	217,372,750
Total, new work.	254,404,450	53,856,800	9,044,000	221,503,650
PROJECT 4				
Maintenance of completed works:				
Franklin Falls Reservoir, N. H.			15,000	
Blackwater Reservoir, N. H.			3,000	
Surry Mountain Reservoir, N. H.			5,000	
Birch Hill Reservoir, Mass.			10,000	
Knightville Reservoir, Mass.			8,000	
Whitney Point Reservoir, N. Y.			6,000	
Arkport Reservoir, N. Y.			5,000	
Oxford Channel, N. Y.			1,000	
Lisle Channel, N. Y.			1,000	
Binghamton Channel, N. Y.			4,000	
Corning Channel, N. Y.			3,000	
Painted Post Channel, N. Y.			1,000	
Avoca Channel, N. Y.			1,000	
Hornell Channel, N. Y.			5,000	
York, Pa.			10,000	
Homoehitto River, Miss.			12,000	
Bayou Teehe and Vermilion Rivers, La.			4,000	
Big Black River, Miss.			10,000	
Nimrod Reservoir, Ark.			30,000	
Norfolk Reservoir, Ark.			136,000	
Fort Supply Reservoir, Okla.			30,000	
Great Salt Plains Reservoir, Okla.			30,000	
Buffalo Bayou, Tex.			20,000	
Denison Reservoir, Tex., and Okla.			216,000	

1 Includes construction funds for work accomplished prior to war time suspension.

Proposed application of funds included in budget estimate for fiscal year 1946—Con.

Project	Total estimated Federal cost	Previous allotments	Tentative allocation for fiscal year 1946	Additional to complete after 1946
PROJECT 4—continued				
Maintenance of completed works—Continued.				
John Martin Reservoir, Colo.			\$50,000	
Conehas Reservoir, N. Mex.			55,000	
Middlesboro Channel, Ky.			5,000	
Dale Hollow Reservoir, Tenn., and Ky.			25,000	
Muskingum River Reservoirs, Ohio.			108,000	
Newark Channel Ohio.			2,000	
Tiorista Reservoir, Pa.			15,000	
Crooked Creek, Reservoir, Pa.			15,000	
Johrstown Channel, Pa.			5,000	
Mahoning Creek Reservoir, Pa.			15,000	
Loyalhanna Reservoir, Pa.			25,000	
Youghiogheny River Reservoir, Pa.			15,000	
Berlin Reservoir, Ohio.			20,000	
Mosquito Creek Reservoir, Ohio.			20,000	
Lake Traverse and Bois de Sioux River, S. Dak.			7,000	
Lac Qui Parle Reservoir, Minn.			5,000	
Mill Creek Reservoir, Wash.			10,000	
Willamette River Channel, Oreg.			50,000	
Cottace Grove Reservoir, Oreg.			15,000	
Fern Ridge Reservoir, Oreg.			15,000	
Mud Mountain Dam, Wash.			75,000	
Harsen Dam, Calif.			33,000	
Sepulveda Dam, Calif.			30,000	
Los Angeles River and tributary channels, California.			55,000	
Prado Dam, Calif.			45,000	
Brea Dam, Calif.			17,000	
Fullerton Dam, Calif.			10,000	
Total, maintenance of completed works.			1,308,000	
PROJECT 2				
Preliminary examinations, surveys, and contingencies, War Department.			2,000,000	
PROJECT 3				
Salaries, Office, Chief of Engineers.			325,000	
PROJECT 5				
Emergency repairs pursuant to sec. 5, Flood Control Act, approved Aug. 18, 1941.			1,000,000	
Transfer to Geological Survey.			300,000	
Appropriation estimate for fiscal year 1946.			14,037,000	

Appropriations for flood-control work from 1925 to 1945, inclusive

Fiscal year—	Flood control, Mississippi River and tributaries ¹	Other flood-control work ²	Total	Fiscal year—	Flood control, Mississippi River and tributaries ¹	Other flood-control work ²	Total
1925	\$10,000,000	\$500,000	\$10,500,000	1937	\$16,811,369	\$11,113,178	\$27,924,487
1926	10,000,000	500,000	10,500,000	1938	32,500,000	53,823,320	86,323,320
1927	10,000,000	400,000	10,400,000	1939	31,800,000	88,310,068	120,110,068
1928	17,000,000	400,000	17,400,000	1940	39,800,000	122,500,000	172,300,000
1929	24,500,000	4,770,000	31,270,000	1941	30,800,000	71,297,000	102,097,000
1930	30,800,000	1,000,000	31,800,000	1942	22,000,100	98,878,325	120,878,425
1931	38,400,000	1,014,800	39,414,800	1943	29,954,100	132,171,706	162,125,806
1932	35,400,000	1,000,000	36,400,000	1944	22,000,100	17,185,100	39,185,200
1933	47,900,000	2,521,000	50,421,000	1945	26,500,000	18,030,100	44,530,100
1934	64,601,424	22,951,813	87,553,237				
1935	29,341,291	54,196	29,395,487	Total	586,807,724	682,732,880	1,269,540,604
1936	15,199,400	24,312,330	39,511,730				

¹ Includes regular appropriations, Public Works Administration, and Emergency Relief Administration funds, and appropriations for emergency work on tributaries of the Mississippi River.

² Includes regular appropriations and National Industrial Recovery Administration, Public Works Administration, and Emergency Relief Administration funds.

CONTINUED CONSTRUCTION WORK

Mr. SNYDER. The table on page 126 of the justification gives a résumé of some 10 projects on which an expenditure of \$7,044,000 is proposed to be made during the coming year. Are these expenditures for a continuation of construction that has previously been authorized and on projects that are already partially completed?

General REYBOLD. That is correct, yes, except in two instances. On those projects, while we have the funds for them we have not yet started them.

Mr. SNYDER. You are going to start those, or are they needed?

General REYBOLD. Yes, they should be started; they are needed.

Mr. SNYDER. That is what I mean.

General REYBOLD. The Wood River and Harrisonville and Ivy Landing drainage and levee districts.

Mr. SNYDER. At what place?

General REYBOLD. In Illinois.

Mr. SNYDER. And why?

General REYBOLD. These are two of the levees referred to in the new work schedule; because the agricultural lands, and the Missouri Pacific and other railroad lines in those levee districts, the levees should be strengthened and built up higher as soon as possible. They were seriously damaged by the flood in 1943 and again in 1944.

Mr. MAHON. Mr. Chairman, while we are on that item, which is the largest item in this estimate, let me ask this question: What will you actually do with this \$1,140,000; build levees?

General REYBOLD. Yes. There is an authorized project on the books for the construction of those levees, but we have not had funds to build them, although I may say that the First Supplemental Appropriation Act of 1945, approved December 22, 1944, provided some funds to begin with.

Colonel GOETHALS. We have \$7,230,000 for beginning the work on these levees.

Mr. MAHON. Are these items that cannot wait until the war is over?

General REYBOLD. I know of no more important levee projects than those right on that point, on the river opposite St. Louis, and on down the river to Cape Girardeau.

Mr. MAHON. And if they are neglected it could result in damage to the country, and probably to the war effort?

General REYBOLD. On the east side, lying in Illinois—the Missouri-Pacific Railroad is one of the main freight roads of the southern lines, and that line was out 17 days in 1943 and 16 days in 1944; and we are told that they carry some 50 freight trains per day over that line.

Mr. MAHON. That is what I want to get.

Mr. SNYDER. That is all we need.

YORK, PA., PROJECT

Now you have a project I notice up here at York, Pa. Will you give us a statement concerning that project?

General REYBOLD. That is a project that is almost completed, and in order to secure the full effect of the work done we would do some limited amount of excavation and bank protection, and a small dam located at the lower end of the project should be removed.

DETAILED POST-WAR PLANNING

Mr. SNYDER. The tables on pages 127, 128, and 129 give in detail the location of the projects on which an expenditure of \$2,000,000 is proposed for preparation of detailed plans and specifications, which appear to be a continuing expenditure. Are these plans and specifications being made for the purpose of having some projects ready for immediate construction when the war ends or do you anticipate doing considerable construction work upon them during the coming fiscal year, regardless of what happens in the war theater?

General REYBOLD. No; they are purely post-war plans and specifications.

Mr. SNYDER. How does the item for maintenance of completed works compare with the previous expenditures for this purpose?

General REYBOLD. It is about \$80,000 more than the appropriation for the present fiscal year.

MAINTENANCE WORK

Mr. SNYDER. Is there any difficult or peculiar questions connected with maintenance work?

General REYBOLD. No, sir; there is nothing unusual. Any new project that has come into operation might need, at a later date, to have the estimate for maintenance revised. For instance, let us take the Denison Dam, which is an earthen dam in Texas, with a tremendous lake behind it. We do not know yet the full effect of wave wash and bank protection and other matters of that kind which may have damaging effects. But that is a part of our engineering procedure to determine those things as we go along.

We have been called upon by the 1944 Flood Control Act to go into the business of providing recreational facilities at some of the reservoir sites and that might call for additional maintenance in connection with access roads and maintenance of structures that we are not providing for in these estimates.

Mr. SNYDER. Is that provided for in the law?

General REYBOLD. Yes.

Mr. SNYDER. It does not specify where the work is to be done?

General REYBOLD. No. We will probably have that work done in connection with the National Park Service, and the interested local communities, and submit the estimates to Congress. We are not asking in these estimates for anything to prosecute work along that line now.

NEW SURVEYS

Mr. SNYDER. Do the estimates here under consideration contain any funds for new surveys?

General REYBOLD. Not for the new act, act of December 22, 1944.

Mr. SNYDER. But they do contain something for new surveys?

General REYBOLD. Yes; for a very limited amount of work in holding public hearings and starting the other preliminary work on the surveys.

AVAILABLE EMPLOYEES

Mr. ENGEL. Do you have any difficulty in obtaining competent engineers in view of wartime conditions to make your surveys?

General REYBOLD. Yes, we do.

Mr. ENGEL. Are you able to obtain them?

General REYBOLD. We have some who are in limited service, not subject to draft, and still with us, and that enables us to prosecute this work on a somewhat slower basis than we would like to. In some of our planning work we have been able to call in consulting engineers and architects who have available personnel, but as far as actual physical field surveys are concerned, our force has been reduced.

COST OF PROJECTS UNDER ACT OF 1944

Mr. SNYDER. Do you have the approximate estimate of what the cost of the new bill, the act of 1944, would involve; that is, in making the surveys of projects that are in it?

General REYBOLD. Yes; to get the surveys under way it would take about a million dollars. And to prosecute all those that are on the books, currently now, we could use three and a half million dollars, of which we have an allowance of \$2,000,000 in these estimates.

CHANGE IN LANGUAGE REQUESTED

Mr. SNYDER. I notice some slight language changes under this estimate. Will you comment on those changes?

Colonel MOORE. The provision appearing on page 17 of the committee print shows a change made in the interest of clarity, and a deletion of specific authority to use funds to procure options on land.

Mr. POWERS. Is that subject to a point of order?

Colonel MOORE. No.

On page 18 of the committee print the first deletion also has to do with securing options. The provisions appearing in brackets at the bottom of page 18 of the committee print have served their purpose and should be deleted.

Mr. SNYDER. Would any of this language be subject to a point of order if we take it on the floor?

Colonel MOORE. No.

FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

Mr. SNYDER. On page 22 of the subcommittee print we find the estimate of \$30,000,000 for "Flood control, Mississippi River and tributaries." Have you a general statement on this estimate, General?

General REYBOLD. Yes.

Flood Control in the Alluvial Valley of the Mississippi River is being prosecuted in accordance with the Flood Control Act of May 15, 1928, Public, No. 391, Seventieth Congress, as amended and supplemented by the acts of June 15, 1936, Public, No. 678, Seventy-fourth Congress; June 28, 1938, Public, No. 761, Seventy-fifth Congress; August 18, 1941, Public, No. 228, Seventy-seventh Congress; and December 22, 1955, Public, No. 534, Seventy-eighth Congress. The 1928 act authorized the sum of \$325,000,000 for this purpose; the

1936 act authorized in addition to the balance remaining under the 1928 authorization \$272,000,000, for modification and extension of the project; the 1938 act authorized \$40,000,000; the 1941 act authorized \$25,982,000 for work added to the project; and the 1944 act authorized \$200,000,000 for bank stabilization and a 12-foot navigation channel between Cairo and Baton Rouge. Of the total \$862,982,000 now authorized, \$517,107,424 have been appropriated. However, of the \$517,107,424 appropriated, \$40,880,121 have been expended or scheduled for expenditure on maintenance since the act approved August 18, 1941, which provides, "That funds hereafter expended for maintenance shall not be considered as reducing present remaining balances of authorizations." The unappropriated balance of the above authorization is, therefore, \$862,982,000 minus \$476,227,303 equals \$386,754,697.

With the funds provided for in the Budget for fiscal year 1946 the maximum practicable progress will be made toward bringing main line Mississippi River levees to project grade and section. Levees are below the authorized grade or deficient in cross section or both at Cairo, Ill., and at certain localities in the St. Francis, Reelfoot, Yazoo, and Tensas Basins. Above the Arkansas River the levees will safely confine a discharge of 2,000,000 cubic feet a second, while the project flood is 2,450,000 cubic feet a second. Between the Arkansas and Red Rivers the deficiency in levee grade and cross section is due to the abandonment of the Eudora Floodway by the act of August 18, 1941, and the consequent necessity of confining all flow to the river itself. The main river levees now will confine about 2,400,000 cubic feet a second, while the project flood south of the Arkansas is 3,000,000 cubic feet a second.

The Budget estimate of \$30,000,000 for "Flood control, Mississippi River and tributaries," for the fiscal year 1946 is less than the average annual appropriation for the last 16 years. It will provide for maintenance and for the continuation of levee construction and of improvement dredging and revetment of banks at a rate consistent with wartime conditions. A program showing the tentative break-down for the expenditure of \$30,000,000 follows.

Tentative program flood control, Mississippi River and tributaries, 1946

Item of work	Project No. 1, new work	Project No. 2, main- tenance	Total
Revetments.....	\$4, 785, 000	\$3, 541, 000	\$8, 326, 000
Dredging.....	2, 020, 000	3, 530, 000	5, 600, 000
Mississippi River levees.....	12, 760, 000	1, 575, 000	14, 335, 000
St. Francis project.....	25, 000	75, 000	100, 000
White Backwater project.....		50, 000	50, 000
Yazoo Basin project.....	85, 000	315, 000	400, 000
Atchafalaya floodways.....	75, 000	225, 000	300, 000
Atchafalaya River and Basin improvements.....		15, 000	15, 000
Morganza floodway.....		50, 000	50, 000
Bonnet Carre.....		50, 000	50, 000
Mapping.....	90, 000		90, 000
Surveys, gages, and observations.....		450, 000	450, 000
Advance planning.....	160, 000		160, 000
	20, 000, 000	9, 926, 000	29, 926, 000
Project No. 3:			
Salaries, Office, Chief of Engineers.....			72, 000
Transfer to U. S. Geological Survey.....			2, 000
Grand total, 1946 program.....			30, 000, 000

Mr. SNYDER. I notice there is an increase in the estimate for the lower Mississippi River of \$2,607,373, and there is an indication it may be for new work. Will you kindly explain what this covers, and why the increase?

General REYBOLD. There is some small increase for prosecution of work on authorized projects on the Mississippi River, devoted particularly to raising the levee height below the Arkansas River.

Mr. SNYDER. Which is essential at this time?

General REYBOLD. Yes.

Mr. SNYDER. Why?

General REYBOLD. Those levees below the mouth of the Arkansas River have never been up to the project height.

Mr. SNYDER. How much below the project height; what is the average number of feet?

General REYBOLD. I cannot tell you, except that when they were designed—they will now carry 2,400,000 second feet of water—the designed flood control is 3,200,000, is it not, Mr. Darling?

Mr. DARLING. The differential in height generally runs from about 1 to 7 feet.

Mr. SNYDER. You mean from 1 to 7 feet?

Mr. DARLING. The difference in height, necessitating raising it from 1 to 7 feet.

Mr. SNYDER. Well, if you make it 1 foot or 7 feet where will it come out?

General REYBOLD. Well, you have the water flow involved.

Mr. SNYDER. That is what I wanted to make clear.

EMERGENCY FLOOD CONTROL

Mr. SNYDER. The next estimate, found on page 24 of the subcommittee print, pertains to emergency flood control on tributaries of the Mississippi River. Will you give us a general statement on that item, General?

General REYBOLD. Yes. The act of May 15, 1928, and the Supplemental Act of 1936, authorized the expenditure of \$20,000,000 for emergency repairs on flood-control work on the tributaries of the Mississippi. Under this authorization there has been appropriated a total of \$11,200,000, leaving an unappropriated balance of \$8,800,000. We are asking in this budget for \$500,000 for this fiscal year, 1946, and we are carrying over with your permission, a little less than \$1,000,000. Of course we never can tell what is going to happen when the spring floods come, that are now in the making, and I think anything less than that amount would be too small.

SACRAMENTO RIVER FLOOD CONTROL

Mr. SNYDER. The next estimate is found on page 26 of the subcommittee print, \$2,050,000, and relates to flood control on the Sacramento River, Calif. Page 140 of the justification contains a breakdown of the items of this estimate.

GENERAL STATEMENT

Mr. SNYDER. Do you have a general statement on the Sacramento River flood-control project, General?

General REYBOLD. Yes.

The Federal flood-control project for the Sacramento River Valley, Calif., was authorized by the Flood Control Acts approved March 1, 1917, May 15, 1928, August 26, 1937, and August 18, 1941. Up to the present time Federal funds in the amount of \$28,645,000 have been appropriated for the prosecution of this project, the total estimated cost of which is \$30,750,000. The work authorized prior to the Flood Control Act of 1941 has been completed and the modifications to the project adopted by the Flood Control Act of 1941 are well advanced.

The estimate for 1946 contemplates continuation of this work at the same rate as during the present year in order to provide the additional protection authorized by the 1941 act as well as to preserve the effectiveness of the works already completed.

The Sacramento flood-control project, in addition to providing protection to cities and to thousands of acres of farm land, is vital to adequate flood protection of strategic rail and highway routes running eastward from the Pacific coast, running north and south through the valley, and to Army airports and other installations of the armed services in the valley. These highway and rail routes are important links in the supply chain to the Pacific theater of war.

The approved Budget estimate of \$2,050,000 for fiscal year 1946 will be applied to the construction of sections of the project which are deficient in affording flood protection and to maintenance of the flood channels. The authorized projects will be nearly completed with these funds. The tentative allocation of funds for the fiscal year 1946, within the approved Budget estimate, is shown in the succeeding tabulation.

I might mention at this point, that this project has been modified by the Flood Control Act approved December 22, 1944, which provides for the completion, modification, and extension of the works of the previously authorized project on the Sacramento and Feather Rivers, in Butte Basin, and in Sutter and Yolo Bypasses, together with additional flood-control improvements upstream from the previously authorized project. In accordance with present Federal policies for construction during the war, no request is being made at this time for additional construction funds under the new authorization, but funds are being requested for initiation of advance planning of the modified project in supplemental estimates submitted for fiscal years 1945 and 1946.

Statement showing the proposed application of funds included in budget estimate for fiscal year 1946

New work:

Clearing and removal of obstructions from overflow channels in Butte Slough, Sutter Bypass, Tisdale Bypass, Yolo Bypass, and Sacramento, Feather, and American Rivers.....	\$200, 000
Construction of new levees and raising old levees to grade and cross section with related work, along the Sacramento and Feather Rivers and tributaries, and along Sutter and Yolo Bypasses.....	1, 247, 000
Bank protection and reconstruction of levees from mouth of Cache Slough to above Colusa at various locations.....	450, 000
Total for new work.....	<u>1, 897, 000</u>

Statement showing the proposed application of funds included in budget estimate for fiscal year 1946—Continued

Maintenance:

Dredging flood channels, including shore protection from Cache Slough to the mouth of the river, a distance of 15 miles-----	\$148,000
Maintenance and operation of stream-gaging stations-----	5,000
Total for maintenance-----	153,000
Grand total-----	2,050,000

Mr. SNYDER. After that project is completed can we look forward to having any further flood damage of the nature we have had in the last several years?

General REYBOLD. No. I think that affords very good protection out there. There are several trunk lines, both railway and highway, through there, and we have also installed in that some essential installations.

(Discussion off the record.)

Mr. SNYDER. I think you are right.

FEDERAL WATER MAINS OUTSIDE THE DISTRICT OF COLUMBIA

Mr. SNYDER. Will you give us a statement covering the item on page 28 of the subcommittee print, pertaining to the maintenance and operation of Federal water mains outside the District of Columbia?

General REYBOLD. Yes. We will incur that in the area known as Arlington Farms, across the Memorial Bridge. The water mains serve the Pentagon Building, the dormitories for employees over there, the Navy Department building, the National Airport, and other installations. And all of these hook into the District water-supply system. We requested last year, I believe, and you appropriated, \$12,000 for this purpose.

Mr. SNYDER. Yes.

General REYBOLD. And we are asking \$12,000 again. It might be of interest to you to tell you that the expenditures up to the present time for about half the fiscal year have been \$6,000, so our estimate is about right. We take care of all the connections, miscellaneous breaks in the development of that system, and after completion we will have a rather extensive water system.

ADVANCE PLANNING

General REYBOLD. There is one other matter I would like to present to you, with reference to advance planning.

Colonel GOETHALS. Mr. Chairman, this chart [exhibiting] which was included in General Reybold's opening statement on "Flood control, general," represents the present situation with regard to advance planning. The amount of work that we have ahead, as a backlog in the post-war program, selected from our authorized projects, is represented by the upper curve, which indicates the amount of work in our active program for post-war construction, including projects in the 1944 Flood Control Act, ending up with approximately \$1,000,000,000 construction cost and work representing approximately 962,000 man-years of employment.

The lower horizontal line is divided into spaces of 6 months, and at the present time, December 1944, we have advance planning on the

shelf now representing over \$273,000,000 worth of work. At the rate which we are advancing planning, by June of 1945 we will have \$580,000,000 of work ready to go in the post-war period.

So far, for advance planning, Congress has given us \$27,000,000, and in the estimate now before you asks for another \$2,000,000, to be available whenever the bill for 1946 becomes law, which is usually toward the end of the fiscal year.

With the impact which the new flood-control act has given, we will need additional funds for advance planning, in order to meet our goal.

You can follow along from this line labeled "\$29,000,000" [indicating], representing the funds which we will have if the appropriation in the estimate before you is made. And that leads us to this curve, labeled "Cost of complete plans" [indicating], which shows additional amount of advance planning funds we should have; in order to anticipate that condition, we have asked the Budget to consider an additional \$2,000,000 for advanced planning, for a 1945 deficiency appropriation, and a supplemental appropriation estimate of \$8,000,000 to cover what we will need to keep this rate up in the fiscal year 1946. At this time I should state that the action of the Bureau of the Budget on these applications is not known.

Mr. SNYDER. In other words, you need \$2,000,000 more in order to go ahead during 1945?

Colonel GOETHALS. To keep the rate up at which we are going now.

Mr. SNYDER. During 1945?

Colonel GOETHALS. Yes.

Mr. SNYDER. And for the fiscal year 1946, which begins July 1, at the rate you are going, up until July 1, 1946, how much will you need?

Colonel GOETHALS. \$8,000,000.

Mr. POWERS. But you are only asking for \$2,000,000 now?

Colonel GOETHALS. Only \$2,000,000 is in the estimate before you; that is represented by this line [indicating].

Mr. POWERS. How much did you get last year?

Colonel GOETHALS. \$4,000,000.

Mr. POWERS. And the year before around \$6,000,000?

Colonel GOETHALS. It was \$4,000,000.

Mr. ENGEL. What did you ask the Budget for this year?

Colonel GOETHALS. This year we requested \$6,000,000.

BACKLOG OF PROJECTS

Mr. MAHON. You do have a sufficient backlog of projects already planned that in case the war should end and the need for a large public works program arises you could step right into the breach and proceed with the program?

General REYBOLD. Yes. At this moment we have \$270,000,000 worth of work planned. By June we will have \$580,000,000 worth of work planned to the point where the first units of the projects can be started.

Mr. MAHON. Evidently the Budget cut your request about two-thirds, on the ground perhaps that right now the manpower situation is such that it did not seem to be wise to try to expand the program for the duration of the war. Is that it?

Colonel GOETHALS. That may be the case in part, Mr. Mahon. But I should add this: The committee should remember that these

figures you have before you are gotten together about the 1st of July and are presented to the Budget at hearings in September or October, and that action was taken before the passage of the new Flood-Control Act, so that was not considered in the picture at the time we prepared these figures.

Mr. MAHON. Can you maintain adequate personnel to produce \$2,000,000 worth of planning work during the fiscal year 1946?

General REYBOLD. Yes.

Mr. MAHON. You think that could be done despite the war situation?

General REYBOLD. Yes.

FLOOD-CONTROL WATERSHEDS

Mr. MAHON. I live in the West, and maybe I have been somewhat prejudiced by my environment, but I am firmly convinced that one of the best ways, if not the most effective way, to have flood control is to do extensive work in the watersheds by way of erecting small dams, and creating lakes and so forth, in an effort to retain on the land, as near as possible, the water that falls on the land. Do you subscribe somewhat to that theory?

General REYBOLD. I think that a great deal of good is being done in terracing; I have noticed that as I have flown over the country. But when it comes to major floods, Mr. Mahon, I am afraid that would not be a drop in the bucket, and you must have these additional measures of control.

Mr. MAHON. But you want to retain the water as far upstream, as near the point where it falls, as possible?

General REYBOLD. The Department of Agriculture is doing some very good work along that very line.

Mr. MAHON. Millions of acres of land may otherwise finally find their way to the mouths of our rivers.

General REYBOLD. Yes; that is what we hope to protect against, and the development of all feasible types of flood protection are needed, to prevent the tremendous amount of damage caused by floods, as you have observed in your time.

Mr. MAHON. Why undertake to meet it by just planning levees and dams down near the mouths of these streams rather than trying to retain the water as near the point where it falls as possible?

General REYBOLD. Well, you will find the Department of Agriculture is doing work along that line.

Mr. MAHON. I am not talking so much about terracing; I am talking about small dams and small reservoirs.

General REYBOLD. Yes.

Mr. MAHON. Can you not work along that same line?

General REYBOLD. We are considering them and we recommend them when they will pay out, dollar for dollar; that is, if the expected benefits exceed the costs on an annual basis.

PLANNING WORK FOR POST-WAR CONSTRUCTION

At this point I should like to say a little more on the subject of our present planning activities for construction work in the post-war period. We are trying to have available at the cessation of hostilities a

shelf of economically justified projects which can be initiated very promptly to aid in the reconversion from war to peace. We have an active program of design on projects totaling about \$1,000,000,000 worth of work as indicated in this graph entitled "Advance planning for post-war construction program." This planning program will cover a volume of construction and rate of expenditure amounting to some \$250,000,000 per year over a period of 3 years, and allows also a margin of \$250,000,000 for flexibility in the selection of projects to meet varying unemployment conditions in different regions and to cover projects which will be started within the 3-year period but will carry over into the regular peacetime program in later years. We do not know at this time where the greatest unemployment will occur and where other factors, such as delay in local cooperation, may be involved, but with a \$1,000,000,000 program well planned we should be able to proceed in a businesslike fashion over a period of 3 years, at least, at a rate of \$250,000,000 per year.

Mr. MAHON. And when you conclude with the billion dollars' worth of projects you will start with the next billion?

General REYBOLD. We will be prepared to undertake any work authorized by Congress.

Mr. MAHON. General Reybold, in looking over these various projects and proposals it is impossible for us to find out all about them, but your staff has thoroughly considered all of them as being necessary for prosecution at this time?

General REYBOLD. Yes.

LOWER MISSISSIPPI RIVER FLOOD CONTROL

Mr. NORRELL. General, with reference to what my colleague has said about dams. I want to agree with all he has said, but I think a great deal of accomplishment in flood control is currently being done and has been accomplished by your Department, with reference to the lower Mississippi River. That was done by you in many cases, but one major contribution was on the main channel of the Mississippi River, involving about 130 miles, if I mistake not, from Cairo, Ill., to the vicinity of Arkansas City. I think I am correct in that figure. I am very much interested in that project. I introduced the bill that was passed in 1941, and a companion bill was introduced in the Senate containing the provision under which you operate. I am wondering, General, about when you think that project will be completed, as provided in the bill that we passed. Can you give us any estimate?

General REYBOLD. Approximately 10 years, at the present rate of appropriation.

Mr. NORRELL. Just one other question, and I am through—and I want to compliment you on the fine job you have done down there.

ARKANSAS RIVER

Now with reference to Arkansas River, from the mouth of the channel on the Mississippi to the vicinity of Pine Bluff, I believe you consider the south bank as a part of the Mississippi River with reference to flood control. I believe I am correct, am I not?

General REYBOLD. That is, from Pine Bluff down.

Mr. NORRELL. Yes. Now the north bluff of the Arkansas River is not so considered. I have had a great many complaints from the citizens on the north side, since water necessarily overflows their land, because it is boxed up on the south side and naturally it floods their lands on the north side.

I would like to get you to tell me what would be the objection to considering the banks on both sides of the river, the main channel of the river, in view of the fact that there is discrimination against the citizens on the north side. I am thinking that both sides should be considered a part of the main channel of the Mississippi River.

General REYBOLD. I do not know that they would be any better off, Mr. Norrell, if you did that, because whichever way you consider it, it will be developed to the height of the levee. We have built the levee from the north down, I believe, to Gillette.

Mr. NORRELL. Yes.

General REYBOLD. They are very substantial levees, are they not?

Mr. NORRELL. The only thing was that when the levee washes and caves in, you have got to take in new ground in repairing the levees. They have got to supply the ground, and that takes in quite a bit of alluvial land along the Mississippi River for that.

General REYBOLD. You are talking about the Mississippi or the Arkansas?

Mr. Norrell. The Arkansas.

General REYBOLD. I did not know that the levees had eroded back.

Mr. NORRELL. They are constantly caving in on the north side, and it becomes necessary to go back and get additional property and have the levees set back and they have to supply the land for the levees.

General REYBOLD. Very well; the banks would still cave if you had the north side a little higher.

Mr. NORRELL. But the point I am trying to make is that on one side the Government supplies the land, the right-of-way for the levee, considers it a part of the main channel of the Mississippi River, and on the north side it is not done, and the levee district, the landowners, must purchase the land that is needed.

General REYBOLD. What you say about the Mississippi River is very recent, is it not?

Mr. NORRELL. For some time back.

General REYBOLD. I mean about the Government buying the land. That is recent; we have not been doing that in the past. We do it now.

Mr. NORRELL. Yes. I wish you would give some consideration to the point, General, and if you can figure out that it would be proper I would like you to do something about it. I am not asking you to make a decision now.

CONSERVATION OF WATER SUPPLY

Mr. HENDRICKS. In the law authorizing you to make surveys of projects, General, do you have any latitude for the consideration of the conservation of water supply?

General REYBOLD. Oh, yes.

Mr. HENDRICKS. I wonder if you have read a very interesting and instructive article in the Saturday Evening Post of May 27, 1944, entitled "Will there be enough water"?

General REYBOLD. I have never read it.

Mr. HENDRICKS. It is a very interesting article which indicates that with a very few exceptions the underground water supply is being depleted very rapidly, and that underground sources of water have been dangerously depleted by overuse. In many places they are pumping water and storing it. In the Ford Willow Run plant they had difficulty in finding water. They drilled alongside the river, through silt, gravel, and rock, and finally got to 10,000,000 gallons a day. Other plants took similar action. Take Procter & Gamble, for instance. In 1883 they had flowing wells. In 1938 they were pumping 90 feet below the ground, and there were similar instances all over the country.

I wonder if you go into that in the course of your operations, or if that is the function of the Geological Survey of the Interior Department?

General REYBOLD. The Geological Survey, in connection with its water conservation work, is charged primarily with the measurement of ground water and with investigations in connection therewith.

Mr. HENDRICKS. You said you did have some latitude in considering conservation. How far do you go in that?

General REYBOLD. We consider, so far as conservation is concerned, the impounding of water behind our dams for release when needed to regulate stream flows for water supply, pollution abatement, navigation, wildlife resources and, in the West, irrigation. Recommended conservation provisions include spreading works to facilitate the percolation of surface water into underground storage and thereby replenish ground water supplies.

Mr. HENDRICKS. Of course, that would in some degree affect the underground supply.

I know of one project in the new bill in which you are given authority to survey, and it says for the control of water conservation. I wondered what you were going to do about water conservation. Necessarily, I suppose, that is for surface water?

General REYBOLD. Yes; principally for surface water conservation, where local conditions permit. However, consideration will also be given to methods of raising the water table in the area.

Mr. POWERS. Most of this money is in here for fresh water flood control, is it not?

General REYBOLD. Yes, sir.

SALT WATER FLOOD CONTROL

Mr. POWERS. Is there any money for salt water flood control?

General REYBOLD. Not in the approved budget for fiscal year 1946.

Mr. POWERS. Has anybody ever given that any thought?

General REYBOLD. Yes, sir. We have some projects on the books now and we have some authorizations for surveys where local flood conditions caused by excessive run-off are aggravated by high tides and also a few where flooding is caused directly by high tides and wind.

General ROBINS. There are some projects authorized in the Pacific Northwest that take into account the increased water levels caused by high tides.

Mr. POWERS. Is there any money here for breakwaters along the Atlantic coast?

General REYBOLD. No, sir.

Mr. POWERS. I was thinking about the hurricane that hit New Jersey last year, in which you may remember we had about \$25,000,000 in damages. If that had occurred in fresh water, everybody would be running to Congress, and the first thing you would have known we would have had an appropriation of tremendous size to take care of that. Apparently there is no redress for that.

General REYBOLD. You have redress in authorizations for surveys. There was such an item in the recent Flood Control Act for surveys in the vicinity of Absecon Island, N. J. and Rehoboth Beach, Del. Similar items are contained in the river and harbor bills recently introduced in both the Senate and the House of Representatives.

Mr. POWERS. There is not anything here for salt water flood control.

General REYBOLD. No, sir; not in this particular bill.

Mr. SNYDER. We thank you very much, General. We have been very glad to have had you here.

General REYBOLD. I thank you, Mr. Chairman. We have been glad to appear before you again.

THURSDAY, JANUARY 25, 1945.

PANAMA CANAL

STATEMENT OF MAJ. GEN. J. C. MEHAFFEY, GOVERNOR; ACCOMPANIED BY COL. HUGH A. KELLY, MILITARY ASSISTANT TO THE GOVERNOR; B. F. BURDICK, CHIEF, WASHINGTON OFFICE, AND GENERAL PURCHASING OFFICER; AND ARNOLD BRUCKNER, COMPTROLLER, THE PANAMA CANAL

Mr. SNYDER. General Mehaffey, it is a pleasure to have you before our committee. Following in the footsteps of Governor Edgerton, your work is cut out for you. Members of this subcommittee hold General Edgerton in high esteem and wish him well in his new duties.

I understand that for several years you have been the engineer of maintenance stationed on the Isthmus and in that capacity have acted more or less as assistant to Governor Edgerton. Having worked with him, you are familiar with the Canal, its needs and requirements, and can, I am sure, advise us definitely and specifically regarding them. If there be need, for security reasons, to discuss any of the items "off the record" you may indicate such need when the items are reached for consideration.

I presume, General, that you wish to make a general statement concerning the Panama Canal.

Governor MEHAFFEY. Yes, Mr. Chairman.

Mr. SNYDER. We will hear such statement at this time.

GENERAL STATEMENT

Governor MEHAFFEY. Mr. Chairman, it has been customary to present to this committee, in connection with appropriation estimates of the Panama Canal, a summary of operating and capital statistics showing the financial status of the Canal as a commercial enterprise, which was its predominant status for over 25 years. That custom will be followed again this year, but it is desirable again to point out the fundamental changes that have occurred in the relative importance of the principal functions of the Canal and its operating organization. As indicated in Governor Edgerton's statement last year, these changes have been in the making since the outbreak of the war in Europe, during which time the utilization of the waterway as a commercial facility has declined and its importance as a military and naval asset has increased greatly. Since December 7, 1941, the Canal has been an indispensable adjunct to the war effort, rather than a utility for world shipping, and the operating organization is a war agency as completely as if it had no commercial functions.

The Army and Navy Establishments on the Isthmus are still largely, and in some cases wholly, dependent upon Panama Canal facilities for essential utility services, including mechanical shops and drydocks, storehouses, tugs and launches, electricity, telephones, water, fuel oil, and other necessities, as well as schools, police, public roads, and similar civic services, and hospitals and post offices to a lesser degree.

The curtailment of construction projects, together with the shortage of material, has resulted in some decrease in construction and related activities in the Canal Zone. However, nearly all Canal facilities are still being taxed to capacity and some are subjected to critical or dangerous overloading at the very time that complete assurance of their dependable operation assumes the highest importance. After the termination of military and naval operations, on a large scale in Europe, there will, no doubt, be further intensification of the activities in the South Pacific and Far East, which will put a greater burden on the Canal. Its organization and facilities must be prepared to meet any demand that these operations may create.

The appropriation requirements of the Panama Canal should be considered in the general light of these important relationships to the armed forces on the Isthmus, as well as in the specific detail set forth in the estimates.

TOTAL CAPITAL INVESTMENT

The total capital investment of the United States in the Panama Canal as of July 1, 1943, without deducting accrued depreciation, amounted to \$688,551,762.17. This amount includes \$61,249,498.13 covering the construction costs of special protective works which have been set up as Canal defense property, and \$67,456,973.97 for third locks construction, which are deducted from the total capital investment for the purpose of interest calculations in comparison with the net revenues of the Canal.

During the fiscal year 1944 receipts for direct deposit in the United States Treasury as miscellaneous receipts amounted to \$7,266,533.67. The net operating expenses, including depreciation and payment by

the State Department to the Republic of Panama, but not interest, and after deduction of revenue repaid to appropriations, amounted to \$12,634,164.42, leaving a net operating deficit of \$5,367,630.75.

PRINCIPAL REVENUE FROM TOLLS

The principal revenue is from tolls, which amounted to \$5,473,846.30 in the fiscal year 1944, as compared with \$7,368,680.74 in 1943. Tolls, together with fees, fines, and profits on business operations are deposited directly in the Treasury to the credit of miscellaneous receipts. Other earnings received from services and sales are repaid to the appropriation and used to pay the operating expenses of the subdivisions which furnish the service from which the revenues are derived. Congress thus appropriates from the Treasury for current expenses each year only enough to pay the excess of the expenses over those earnings that are repaid to the appropriations. Fiscal year 1943 was the first year since 1916 in which the revenues of the Panama Canal were not sufficient to cover the ordinary operating expenses. In 1944 the deficit was greater than in 1943. This unfavorable financial showing is due to the drastic reduction in tolls' revenue as a consequence of wartime conditions.

ORGANIZATION OF CANAL ADMINISTRATION

For purposes of administration and accounting, the subdivisions of the Canal organization may be considered in three groups: First, "transit divisions"; second, "business divisions"; third, "special engineering division."

The transit divisions include those that furnish services directly concerned with passage of vessels, such as pilotage, lighthouse and tug service, lockages, and channel maintenance, and include also the divisions concerned with sanitation and civil government. Transit divisions have some earnings from services rendered which offset a part of their expenses, but the remainder of their expenses are covered by the appropriation of funds from the Treasury, and are properly regarded as a charge against revenue from tolls.

FUNDS REQUIRED FOR TRANSIT DIVISION

The funds required by the transit divisions for replacement of worn-out plant and equipment—with the exception of floating plant—must be specifically appropriated by Congress from general funds of the Treasury since no funded replacement reserves for these purposes are maintained by the Panama Canal. As a matter of theoretical accounting, depreciation charges are set up in the general Canal accounts in respect to depreciable property of transit divisions, but the depreciation shown is not retained or funded—except that pertaining to floating plant. Instead, the receipts are turned into the general fund of the Treasury each year in the form of revenues—including tolls—and are not available for expenditure by the Panama Canal without appropriation. The unfunded depreciation reserve balance for these transit divisions on June 30, 1944—exclusive of floating plant—amounted to \$26,627,656.01. Thus, for this part of the organization, the Panama Canal is dependent upon Congress to

provide the funds not only for current operations, but also for the replacement of worn-out and obsolete plant and for expansion as it becomes necessary to meet the requirements of efficient operation.

PURPOSE OF BUSINESS DIVISIONS

The business divisions, such as the municipal, electrical, mechanical, and building divisions, are auxiliary divisions, set up for administrative and accounting reasons, to furnish services and supplies at reasonable rates to other parts of the organization, to other branches of the Government, to shipping and to employees. Business divisions perform practically all of the construction work for the Panama Canal, and a large amount of construction work on projects of the armed forces. No appropriation from the general funds of the Treasury is required ordinarily for the operating expenses of business divisions. Last year their expenses were \$60,863,070.18, including depreciation. The net earnings over and above expenses, turned into the general fund of the Treasury for the fiscal year 1944 amounted to \$1,553,294.06, or 3.28-percent interest on a plant investment of \$47,259,293 as of July 1, 1943. Funded replacement reserves are maintained by business divisions from depreciation credits accumulated for the replacement of worn-out or obsolete equipment.

Funds required for capital expenditures, that is, expenditures on new projects, for any part of the Canal organization must be appropriated by Congress.

SPECIAL ENGINEERING DIVISION

The special engineering division was created to plan and supervise the project covered by the act approved August 11, 1939, providing for the construction of a third set of locks. Funds for construction of the project were included initially in the appropriation for the fiscal year 1941, and subsequently in 1942 and 1943. Effective May 26, 1942, the third locks construction program was modified by direction of the Secretary of War, and on account of this directive no appropriation for third locks was included in the estimates for 1944 and 1945. Public Law 352, approved June 26, 1944, making available the appropriations for 1945, provided for the repeal of \$30,257,572 of the appropriation for third locks and this amount was returned to the general fund of the Treasury as surplus funds. There is included in the 1946 estimates an appropriation request in the amount of \$900,600 necessary for the prosecution of the work under the modified program.

COMMERCIAL TOLLS-PAYING TRAFFIC THROUGH THE PANAMA CANAL

Peak traffic through the Panama Canal occurred in the fiscal years 1929 and 1930. Traffic declined during the depression years, but for the fiscal year ended June 30, 1939 attained again approximately the peak level of 10 years earlier. The outbreak of hostilities in Europe produced a decline in traffic between Europe and the west coasts of North and South America, with later on a gradual decrease in some of the other trade routes. The entry of the United States into the war produced a very sharp decline in the commercial tolls-paying traffic

with the decrease in United States intercoastal trade—normally the most important trade served by the Canal—and the discontinuance of traffic between the United States and the Far Eastern territories now held by Japan. The tolls-paying traffic has fallen to the levels prevailing during the period 1917–19, soon after the Panama Canal was opened to ocean traffic.

Although commercial tolls-paying traffic during the fiscal year 1944 continued to decline, free transits of public vessels of the United States and Panama, war vessels of Colombia, and vessels for repairs, which do not pay tolls, showed a further increase as compared to preceding years. The total number of transits declined, but the time required for each transit has been increased on account of certain precautionary measures required in these times, and an increase in the distance through which pilotage is required. Most of the costs of transiting vessels are established by the necessity of preparedness to render the service and are not closely related to the volume of traffic. In addition, the general increases in the cost of labor, materials, and equipment experienced in recent years have increased the costs of many operations incident to the transiting of vessels and other services. Consequently, it was impossible to effect reduction in current operating expenses such as might be assumed as likely to follow a decline in the traffic load.

AMOUNT OF REVENUE FROM TOLLS

The revenue from tolls for the first 6 months of this fiscal year to December 31, 1944, totaling \$3,158,472, is more by \$442,097.98, or 16 percent, than for the first 6 months of last year, but is only slightly more than one-fourth of the rate of tolls receipts during the 5 years prior to the outbreak of war in Europe. Transits of tolls-paying vessels for the 6-month period ended December 31, 1944, were 1,086, compared to 933 for the corresponding 6-month period ended December 31, 1943, or an increase of 153 transits. However, during these same periods the numbers of vessels transiting the Canal free of tolls charges were 3,230 and 1,487, respectively, an increase of 1,743 transits, or over 117 percent. The following table shows the trend of increased transits during the 6-month periods ending December 31, 1943, and December 31, 1944:

	1943			1944		
	Tolls paying	Free transit	Total	Tolls paying	Free transit	Total
July.....	161	222	383	144	435	579
August.....	169	262	431	162	559	721
September.....	146	239	385	162	503	665
October.....	140	251	391	182	518	700
November.....	162	229	391	225	566	791
December.....	155	284	439	211	649	860
Total.....	933	1,487	2,420	1,086	3,230	4,316
Tolls revenue.....	\$2,716,374.02			\$3,158,472.00		

Combined transits for the above periods increased from 2,420 in 1943 to 4,316 in 1944, an increase of 78 percent. Based on the above total transits for the 6-month period ended December 31, 1944, transits for the fiscal year 1945 will be considerably more than during

the fiscal year 1939 of approximately normal traffic, when total transits were 7,481, as shown on sheet 1 of the general information already furnished members of this committee.

ESTIMATES FOR 1946

Appropriations for the Panama Canal provide funds for the maintenance and operation of the Panama Canal, sanitation and government of the Canal Zone, and for continuation of the modified third-loops construction program. The total appropriated for 1945 was \$9,170,000 and the appropriation request for 1946 is \$8,198,800, a decrease of \$971,200 from the 1945 estimates; however, a true picture of the work load is not reflected by these figures. The gross operations of the Panama Canal are financed by receipts from sales and services, in addition to specific appropriations from the general fund of the Treasury which are available until expended. In general, it is contemplated that the business divisions and their costs to the transit divisions will be financed from receipts for sales and services.

The appropriation from the general fund provides solely for activities chargeable to the Federal Government. In addition to the appropriation of \$9,170,000 for the fiscal year 1945, there were also available for that year, exclusive of reimbursements for services, funds amounting to \$15,921,276, of which \$12,925,869 had been appropriated in prior years, and \$2,995,407 was to be drawn from replacement reserves. The total available, therefore, for 1945 was \$25,091,276. Excluding \$940,821 of this latter sum, which is available for overtime payments in accordance with the War Overtime Pay Act of 1944, the balance for 1945 is \$24,150,455. The comparable figure for fiscal year 1945 consists of the estimate of \$8,198,800, as shown above, plus \$14,425,717 to be available in 1946 from prior appropriations, or a total of \$22,624,517. Comparison of these two total figures shows a decrease in 1946 of \$1,525,938.

The General Information Relative to Appropriation Requirements for Fiscal Year 1946, which has already been furnished to each member of this committee, shows, on pages 10 to 15, 90 and 98, the estimated net requirements of the Panama Canal for 1946, by departments and divisions, under the appropriation titles of "Maintenance and operation," "Sanitation," and "Civil government," respectively, together with a comparison of the corresponding allotments for 1945 and the expenditures for 1944. Pages 15 to 31 and 90 to 107 give explanations of the differences in 1946 operating expenses as compared with the allotments for 1945, and pages 32 to 89 give justifications covering the improvement, betterment, and replacement program proposed for 1946. Pages 108 to 109 give the justification of the estimate and the detail of estimated expenditures for 1945 and 1946 for construction, additional facilities, Panama Canal. Pages 110 to 111 give the justification for the proposed changes in the 1946 appropriation language.

MAINTENANCE AND OPERATION

Mr. SNYDER. The estimate on page 38 of the subcommittee print is for maintenance and operations for the fiscal year 1946, in the amount of \$4,137,000, a decrease of \$1,713,000 from the \$5,850,000 provided for the present fiscal year.

I can say to you, General, that the subcommittee and the Congress are always glad to have a showing that an item of expenditure can be reduced from year to year. However, there are some items that show an increase, such as an item at the bottom of page 14 of the justifications for net current expenses. Will you please explain that?

Tell us why that shows an increase.

REASON FOR INCREASE FOR NET CURRENT EXPENSES

Governor MEHAFFEY. The item referred to is the net figure for recurring operating expense in the amount of \$7,165,618 for 1946, as compared to \$7,113,715 for 1945, an increase of \$51,903. Of this amount \$25,000 is required for operation of playgrounds in third-locks town sites made necessary to offset loss in revenue from third-locks activities. There is a further increase of \$2,500 to operate the playgrounds and gymnasium at the new town site of Paraiso. Further increases of \$6,000 and \$18,444 for the Section of Meteorology and payment of cash relief, respectively, are required and detailed explanations for these increases appear later in the justifications. An offsetting decrease of \$41 was eliminated to round off the total appropriation figure.

OTHER ITEMS OF INCREASE

Mr. SNYDER. What other items in your estimates contemplate an increase in expenditure for the fiscal year 1946 over that of the fiscal year 1945?

Governor MEHAFFEY. We have these increases listed on pages 11 to 13 of the justifications.

INCREASE IN DREDGING DIVISION

Mr. SNYDER. Let us take first, for instance, the Dredging Division, as shown on page 12 of the justifications. It looks like it will cost a little less for the dredging next year, according to your estimates, than it did in 1945; is that right?

Governor MEHAFFEY. Yes, sir. In 1945, because of the fact that we had, during several preceding years, deferred to some extent the maintenance dredging of the Canal because of the concentration of our dredging fleet on the third locks project, the amount of maintenance dredging to be done has been considerably increased. Because of the importance to war traffic of having the Canal channels at full depth, we submitted last year a supplemental estimate for \$950,000 to permit us to do a part of the deferred maintenance. That amount was not appropriated but was made available, with the approval of the Bureau of the Budget and the chairmen of the House and Senate subcommittees, from funds which could be spared from appropriations which had been made for special projects. In addition, the amount of \$200,000 was made available from operating funds making up the \$1,150,000. That amount will enable us to do about one-half of the deferred maintenance which is necessary to put the channels in good condition, and this year we have asked for \$890,000, which we think will enable us to complete the deferred maintenance of the channels.

(Discussion off the record.)

CONDITIONS FOR WHICH FUNDS ARE REQUESTED

GOVERNOR MEHAFFEY. The following is a brief description of the conditions which will be corrected with the funds requested for the fiscal year 1946:

Dredging operations that will remain for accomplishment after the close of the fiscal year 1945, in order that project depths may be restored throughout the length of the Canal, amount to 12 dipper-dredge months, 14 suction-dredge months, and 8 drill-boat months, with attendant craft.

At the Atlantic entrance, over a distance of approximately 11,500 feet, the controlling depth is 39 feet, mean low water springs, along the center line of the channel and decreasing to as little as 35 feet on the prism lines. The project depth is 41.6 feet. Because of the heavy swells that enter the Atlantic approach from the ocean, normally about 6 feet in height and frequently greatly exceeding that amplitude, it is of the greatest importance that not less than the project depth be maintained.

In the lower approach to Gatun locks shoals have developed on both sides of the center line of the channel, reducing the usable depth to 35 feet for a distance of approximately 2,700 feet.

In Gatun Lake the channel has deteriorated in four general locations, a total distance of about 7.3 miles, to such an extent that just off the center line the depths now vary between 36 and 40 feet. The project depth throughout this section of the Canal is 45 feet with the lake at elevation +85, and it is essential that this depth be maintained because of the fluctuations of lake level due to the use of water for lockages and the operation of the Gatun hydroelectric plant.

In Miraflores Lake, where the project depth is also 45 feet, mean lake level, the controlling depth in the south approach to Pedro Miguel lock is now 36.5 feet on the center line of the channel. From this point southward to the upper approach to Miraflores locks shoals extend outward from the west prism line for distances varying from 200 to 500 feet, with a minimum depth of 38 feet.

At the Pacific entrance, over a distance of approximately 7,000 feet, the controlling depths vary from 34 feet on the prism line to 38 feet in the center of the channel, with shoals extending from both sides to midchannel. The project depth throughout this stretch is 42.4 feet, mean low water springs.

The foregoing work is adapted to suction dredge operations. In addition, dipper dredges must be employed in Gaillard cut and in Balboa Harbor.

Gaillard cut is subject to continual reduction in channel width by reason of steady encroachment of earth and rock from the slopes bordering it. The movement of slides is slow but constant and, until equilibrium is finally established, the services of a dipper dredge, drill boats, scows and tugs are required at frequent intervals throughout the year. Cessation of these operations would result in ultimate blocking of the Canal, with disastrous consequences.

At certain locations in Balboa Harbor, particularly south of pier 18, dredging must be continued to attain project depth. Marine traffic is so heavy and the congestion so great in this location that it is not feasible under present conditions to employ a suction dredge for the purpose. Therefore, the more expensive dipper dredge must be resorted to.

The importance of promptly restoring the Canal to its approved dimensions cannot be too strongly emphasized. Its deterioration was a necessary evil brought about by the urgent demands upon the dredging equipment for other unavoidable projects of the highest priority. However, the equipment will now be available for normal employment and should be so utilized to its maximum capacity. Deferment of any of the proposed work to later years will not only be uneconomical but may well result in a loss of efficiency in the operation of the Canal entirely disproportionate to the monetary value of the appropriations involved. Favorable consideration of this request is urged, based on the military, naval, and commercial importance of the work involved.

In addition, the 1946 estimate does not include an amount for overtime which was included in the 1945 estimate. The difference as shown on page 12 for channel maintenance is the amount for overtime.

MIRAFLORES BRIDGE, PAINTING

There is also a nonrecurring item of \$50,000 for the painting of Miraflores Bridge. The bridge over the existing Miraflores locks was completed and opened for traffic May 20, 1942. It was constructed for the purpose of providing access to the west side of the canal during construction of the third set of locks, but pending resumption of the third-locks project it now primarily augments the vital crossing from east to west sides of the Canal Zone and Republic of Panama. The total cost of the bridge, including substructure, was approximately \$2,700,000. This structure is of structural steel, approximately 2,252 feet between abutments, of which distance approximately 577 feet is "swing spans" and approximately 1,675 feet is "fixed spans" or approach viaducts. A railroad track and a two-lane highway with a sidewalk for pedestrians are carried by the bridge. In the annual inspection of permanent structures, December 1943, indications of corrosion were reported. Investigation revealed that considerable touch-up painting was required both on the swing spans and the fixed spans in order to postpone a complete repainting until about January 1946. A general repainting is estimated to cost \$20,000 for the swing spans and \$30,000 for the fixed spans, or a total of \$50,000. The original paint will be approximately 4 years old in January 1946, when a general repainting should be accomplished in order to properly preserve the steel structure. This paint-life is approximately that which would be anticipated considering the extreme exposure to weather, proximity to salt water, and the present necessity of using substitute materials. It is roughly estimated that this painting project will cost \$50,000.

ATLANTIC LOCKS OVERHAUL (CARRY-OVER)

Funds were provided in 1944 for the Atlantic locks overhaul, but, due to interfering with the construction of special protective features and the impracticability of reducing the lockage capacity during these times, it was decided to effect only essential repairs to keep the locks operable. This, naturally, increases the total overhaul estimate and, as there were available funds remaining in the allotment for the Pacific

locks overhaul (provided in 1942 and 1943), those funds were used to defray the partial overhaul of the Atlantic locks.

Complete overhaul of the Atlantic locks is now scheduled for 1946, and the amount of \$875,000 is being carried forward for that purpose.

COMPARATIVE DETAIL OF MAINTENANCE AND OPERATION

Mr. SNYDER. The comparative table beginning at the bottom of page 10 of the justifications and continuing to the bottom of page 26, is broken down in considerable detail this year. It will be inserted in the record at this point.

(The matter referred to is as follows:)

COMPARATIVE DETAIL ESTIMATE FOR APPROPRIATION, 1946, MAINTENANCE AND OPERATION, PANAMA CANAL

Following is a statement of estimated net expenditures under this appropriation item, by Panama Canal project classification, for 1946, as compared with allotments for 1945 and net expenditures for 1944. The figures shown are exclusive of business divisions, which are not included in net appropriation requirements.

	Obligations		
	Estimated, 1946	Estimated, 1945	Actual, 1944
NET CURRENT EXPENSES			
<i>Panama Canal classification</i>			
1. Executive office.....	\$440, 936	\$507, 489	\$507, 489
2. Playgrounds:			
Current operations.....	103, 270	118, 658	133, 658
Increase to offset loss of revenue.....	25, 000		
Increase for operation of new playgrounds at Paraiso.....	2, 500		
Total, playgrounds.....	130, 770	118, 658	133, 658
3. Paymaster's office.....	21, 260	24, 910	21, 471
4. Collector's office.....	23, 190	26, 801	24, 655
5. Comptroller's office.....	233, 010	269, 562	269, 562
6. Offices in the United States.....	278, 027	318, 027	310, 150
7. Office of engineering division.....	87, 550	103, 550	107, 377
8. Section of meteorology and hydrography:			
Current operations.....	34, 530	38, 530	41, 984
Increase to offset loss of revenue.....	6, 000		
Total, section of meteorology and hydrography.....	40, 530	38, 530	41, 984
9. Care of public buildings and grounds.....	242, 100	273, 550	336, 952
10. Canal Zone Experiment Gardens.....	15, 480	18, 623	18, 355
11. Street lighting and extensions.....	24, 500	24, 500	17, 702
12. Water for municipal purposes.....	23, 400	23, 400	23, 400
13. Roads, sidewalks, and sewers.....	200, 000	200, 000	200, 000
14. Operation of ferry.....	300, 000	300, 000	306, 041
15. Recruiting and repatriating employees.....	15, 000	15, 000	15, 559
16. Marine division:			
Superintendence.....	47, 247	54, 663	51, 139
Board of admeasurement.....	58, 092	65, 000	63, 803
Transiting vessels and harbor service.....	428, 291	505, 496	482, 878
Aids to navigation:			
Current operations.....	262, 425	278, 570	296, 335
Nonrecurring: Dual lighting system in cut.....		37, 832	37, 832
Total, aids to navigation.....	262, 425	316, 402	334, 167
Total, marine division.....	796, 055	941, 561	931, 987

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	Obligations		
	Estimated, 1946	Estimated, 1945	Actual, 1944
17. Locks, operation and maintenance:			
Pacific locks:			
Current operations.....	\$1,087,080	\$1,162,988	\$1,107,167
Nonrecurring: Miraflores bridge, painting.....	50,000		
Total, Pacific locks.....	1,137,080	1,162,988	1,107,167
Atlantic locks.....	675,655	718,305	695,670
Pacific locks overhaul.....		46,438	340,662
Atlantic locks overhaul.....	875,000		64,564
Total, locks, operation and maintenance.....	2,687,735	1,927,731	2,208,063
18. Dams, reservoir, and spillway:			
Madden Dam and Reservoir.....	50,000	50,000	33,204
Gatun Dam and spillway.....	36,000	36,000	32,391
Total, dams, reservoir, and spillway.....	86,000	86,000	65,695
19. Dredging division:			
Channel maintenance.....	1,886,459	1,981,362	1,785,511
Increase for deferred maintenance.....	890,000	1,150,000	
Removal of floating obstructions.....	60,000	60,000	57,452
Maintenance of floating cranes.....	132,000	132,000	86,552
Total, dredging division.....	2,968,459	3,323,362	1,929,515
20. Extension and improvement of electrical and water supply systems and for purchase of new equipment.....	30,000	30,000	28,378
21. Transportation of employees.....	155,000	155,000	143,508
22. Cash relief in accordance with act of July 8, 1937.....	131,616	113,172	94,891
23. Damage to vessels.....	50,000	50,000	11,682
Grand total, net current expenses.....	8,980,618	8,889,426	7,748,114
24. For improvements and betterments, and for replacement of worn-out, obsolete, or excessively deteriorated facilities:			
(a) Special item projects.....	7,477,000	5,073,545	5,453,144
(b) School for laborers' children, Silver City.....	205,000		
(c) Vocational schools shop buildings for alien colored children, La Boca and Silver City.....	320,000		
(d) Sewage-disposal system, Drydock No. 1, Balboa.....	36,000		
(e) Tracks and roads, Cristobal shops.....	29,700		
(f) Plans and preparation of sites for silver quarters.....	250,000		
(g) Designs and studies for post-war construction.....	174,000		
(h) Addition to gymnasium, Balboa.....	176,000		
(i) Toilet and locker facilities, Miraflores locks.....	72,000		
(j) Toilet and locker facilities, Gatun locks.....	61,000		
(k) Road and street replacements.....	299,000		
(l) Cemetery improvements, Corozal and Mount Hope.....	34,000		
(m) Silver dispensary, Red Tank.....	25,000		
(n) Office building and drying room, Gamboa penitentiary.....	33,000		
(o) Silver dispensary, La Boca.....	25,000		
Quarters for American employees.....		483,923	47,827
Section A, Balboa High School and Junior College.....			6,346
Mortuary building and board of health laboratory, Gorgas Hospital.....			3,364
Addition to Colon Hospital.....		219,461	242,453
Addition to Margarita Hospital.....		8,960	294,053
Storehouse building, Miraflores locks.....		5,100	69,244
Additional wing, sec. E, Gorgas Hospital.....		4,293	4,189
2 barracks type buildings, Corozal.....		897	3,879
Expansion of water system.....		9,612	149,511
Rebuild pier No. 13, Cristobal.....			1,077
Improvements, Lighthouse Dock, Gatun.....		1,273	19,316
Reboiling dipper dredges.....		40,168	
Storehouse for dredge parts, Gamboa.....			4
Harbormaster's building, Balboa.....		98,000	
Complete pier No. 15, Cristobal.....		35,870	344,407
Tug for marine division.....			465,000
Sewage disposal, Atlantic area (plans).....		100,000	
Truck crane, dredging division.....			15,250
2 towing locomotives, locks.....		145,000	
Replace switchboard, Bldg. 29, Balboa.....		150,000	
Alterations, air express room, air terminal.....		507	8,193

	Obligations		
	Estimated, 1946	Estimated, 1945	Actual, 1944
24. For improvements and betterments, and for replacement of worn-out, obsolete, or excessively deteriorated facilities—Continued.			
2,500 kilowatt generating plant, Miraflores			\$71,502
Improvements to electrical system		\$1,059,124	
Motor vehicles and trailers			18,003
Launches and engines, marine division			18,686
Steel hull work launch, dredging division			2,045
Improvements and additions, Corozal Hospital		32,135	75,701
Two launches, marine division		8,632	34,368
Fill, Curundu River		17,128	37,872
Field office, electrical division, Cristobal		1,851	58,149
Quarters for interns, Gorgas Hospital		5,305	74,695
Dock changes and connecting tracks, docks 13 and 14, Cristobal		73,100	
Dragline, dredging division			8,200
Alterations and improvements, Silver quarters			15,295
Auxiliary raw water line (additional installation at Miraflores)		25,000	
Ferry boat <i>Governor Moore</i> (recovery from Moran Towing Co., part)			(3,597)
Alterations, marine electric shop, Balboa			(5,132)
Marine electric shop, Cristobal			(301)
Conversion, Paraiso town site		506,065	8,435
Solitary cells, Gamboa penitentiary		4,500	
Floodlighting Diablo Heights tennis courts		2,000	
Auxiliary raw water system, Pacific side		325,000	
Launch for marine division		25,000	
Dredging division dock, Balboa		830,000	
Locomotive repair shelters, Gatun and Pedro Miguel		70,000	
Sanitation building, Ancon		27,000	
Equipment for central dental laboratory		17,500	
Infirmery, Corozal Hospital		17,000	
Contingencies		277,032	
Total, improvements, betterments, and replacements	\$9,216,700	9,699,984	7,541,178
Grand total obligations	18,197,318	18,589,410	15,289,292
To be drawn from reserves		-2,995,407	
Prior year balance available in 1944			-33,077,613
1944 balance available in 1945		-23,804,321	+23,804,321
1945 balance available in 1946	-14,060,318	+14,060,318	
Total estimate or appropriation	4,137,000	5,850,000	6,013,000

Comparison of total obligations by expenditure groups

	Fiscal year—		
	1946	1945	1944
Net current expenses:			
Recurring: Regular current operations	\$7,165,618	\$7,113,715	\$6,763,615
Nonrecurring:			
Painting Miraflores Bridge	50,000		
Deferred channel maintenance and Limon Bay anchorage	890,000	1,150,000	
Dual lighting system in cut		37,832	37,832
Overtime (Public Law 49)		541,441	541,441
Total nonrecurring	940,000	1,729,273	579,273
Subtotal	8,105,618	8,842,988	7,342,888
Nonrecurring (carry-over):			
Pacific locks overhaul		46,438	340,662
Atlantic locks overhaul		875,000	64,564
Total net current operations	8,980,618	8,889,426	7,748,114
Improvements and betterments:			
Regular	1,739,700	4,626,439	2,088,034
Special protective works (carry-over)	7,477,000	5,073,545	5,453,144
Total improvements and betterments	9,216,700	9,699,984	7,541,178
Net total obligations (maintenance and operation)	18,197,318	18,589,410	15,289,292

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Relation of 1946 estimate to 1945 appropriation "Maintenance and operation Panama Canal"

1945 appropriation.....		\$5, 850, 000
Add:		
1944 balance available in 1945.....	\$23, 804, 321	
To be drawn from reserves.....	2, 995, 407	
		<u>26, 799, 728</u>
Total available.....		32, 649, 728
Deduct: 1945 balance available in 1946.....		<u>14, 060, 318</u>
Net total available for obligation in 1945.....		18, 589, 410
Allotments made in 1945 from available funds:		
Dredging division.....	\$1, 150, 000	
Pacific locks overhaul (carry-over).....	46, 438	
Cash relief.....	12, 259	
Overtime pay, field.....	541, 441	
Dual lighting system in Gaillard Cut.....	37, 832	
Improvements and betterments (1945 schedules).....	4, 626, 439	
Special protective works.....	5, 073, 545	
		<u>11, 487, 954</u>
Total deductions.....		11, 487, 954
Base for 1946 (current operations).....		<u>7, 101, 456</u>
Add: Items requested in 1946 not provided for 1945:		
Recurring increases:		
Playgrounds.....	\$27, 500	
Section of meteorology and hydrography.....	6, 000	
Cash relief.....	30, 703	
		<u>64, 203</u>
Total.....		64, 203
Less: Dredging division, to "round-off" maintenance and operation appropriation.....		<u>41</u>
Net total recurring increases.....		\$64, 162
Nonrecurring increases:		
Current operations:		
Pacific locks (Miraflores bridge, painting).....	50, 000	
Atlantic locks overhaul (carry-over).....	875, 000	
Dredging division.....	890, 000	
Improvements and betterments:		
Special item projects.....	7, 477, 000	
School for laborers' children, Silver City.....	205, 000	
Vocational schools, shop buildings for alien colored children, La Boca and Silver City.....	320, 000	
Sewage disposal system, drydock No. 1, Balboa.....	36, 000	
Tracks and roads, Cristobal shops.....	29, 700	
Plans and preparations of sites for silver quarters.....	250, 000	
Designs and studies for post-war construction.....	174, 000	

Relation of 1946 estimate to 1945 appropriation "Maintenance and operation Panama Canal"—Continued

Add: Items requested in 1946 not provided for 1945—Continued.

Nonrecurring increases—Con.

Improvements and betterments—Continued.

Addition to gymnasium, Balboa.....	\$176, 000
Toilet and locker facilities, Miraflores locks...	72, 000
Toilet and locker facilities, Gatun locks.....	61, 000
Road and street replacements.....	299, 000
Cemetery improvements, Corozal and Mount Hope.....	34, 000
Silver dispensary, Red Tank.....	25, 000
Office building and drying room, Canal Zone penitentiary.....	33, 000
Silver dispensary, La Boca.....	25, 000

Total, nonrecurring increases.....\$11, 031, 700

Total, net increases.....\$11, 095, 862

Net total obligations.....18, 197, 318

1945 balance available in 1946.....14, 060, 318

Total estimate or appropriation.....4, 137, 000

The net increase in regular current operations from \$7,113,715 for 1945 to \$7,165,618 for 1946, amounting to \$51,903 is accounted for as follows:

Increases:

Playgrounds.....	\$27, 500
Section of meteorology and hydrography.....	6, 000
Cash relief.....	18, 444

Total increases.....\$51, 944

Decrease:

Dredging division, to "round-off" maintenance and operation appropriation.....	41
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Net total increases.....51, 903

JUSTIFICATION OF INCREASES

The justifications for the increases in the above regular current operations, and in other current operating items and the description of the replacement and betterment projects for 1946 are as follows:

Regular current operating items (recurring).....	\$51, 944
Playgrounds.....	27, 500

Increases to offset loss of revenue from third locks, \$25,000.

In order to provide necessary housing for the large force to be engaged in the construction of third locks and other special defense projects, new towns were established at Diablo Heights, Cocoli, and Margarita. In each town a gymnasium, children's playgrounds, tennis courts, and an outdoor softball field complete with bleachers, were constructed to provide the residents of these towns with essential facilities for healthful exercise, athletic activities, and other forms of recreation. Third locks funds were used to meet construction costs and, during the progress of third locks work, all costs of maintenance and operation were met by the special engineering division with third locks money. During fiscal year 1943 the costs amounted to \$44,148 of which \$16,318 was spent at Diablo Heights, \$13,795 at Cocoli, and \$14,035 at Margarita.

Soon after the modification of third locks construction program, the special engineering division allotment for playgrounds was reduced from total actual costs in 1943 to a maximum allotment of \$6,100 in 1944. However, the modification of third locks work did not result in the depopulation of Diablo Heights, Cocoli, and Margarita. Quarters vacated by construction people were reoccupied by employees engaged in other work who ordinarily would live in Aneon, Balboa, or Cristobal if it were not for the perennial shortage of suitable family quarters in those towns. Because of the continued occupation of Diablo Heights, Cocoli, and Margarita, it was considered necessary and in the best interests of the Government service to continue the operation of the gymnasiums, kindergartens, children's playgrounds, and athletic fields in these towns. To do so, supplementary funds in amount of \$24,000 were made available in 1944 from special item project appropriations.

Last year an increase of \$15,000 in the basic appropriation for playgrounds was requested to offset the loss of third locks and special item project funds and make possible the continuation of the program of physical education and recreation at Diablo Heights, Cocoli, and Margarita. The increase was not allowed and it is therefore necessary to provide the deficiency in funds for 1945 by charges to construction projects. Obviously this procedure cannot be continued in 1946 for the reason that third locks work has been practically suspended and special protective works projects are nearing completion.

Increases to meet costs of maintenance and operation of gymnasium and playgrounds for alien laborers who reside in Paraiso, \$2,500.

The reoccupation of Paraiso as residential area for alien laborers during fiscal year 1945 will result in additional costs of operation and maintenance for the playground section. The new town site which was formerly used as a military post includes a large gymnasium, two tennis courts, a children's playground, and a baseball field complete with a grandstand. The gymnasium, the only structure of its kind for silver employees south of Gamboa, will serve the people who live at both Paraiso and Red Tank and will be available also for basketball teams from La Boca. When fully occupied Paraiso will house 236 families and approximately 350 bachelors. Two hundred and fifty children of school age are expected to reside there.

SECTION OF METEOROLOGY AND HYDROGRAPHY

Increase to offset loss of revenue from third locks, \$6,000.

With the inception of the third locks construction it was necessary to erect and maintain eight additional rain-gage stations in order to procure essential data on high water conditions that might be encountered during the life of the project. The construction and operating costs have been provided from funds appropriated for the third locks, but due to modification of the program this procedure is being discontinued effective June 30, 1945.

However, it is proposed to continue the operation of these stations as the data compiled from the records obtained from these stations are of value for the following reasons:

(a) They provide more adequate coverage of the Gatun Lake watershed than we had previous to their installation.

(b) Only two complete calendar years of record are available so far at these stations.

(c) Neither an extremely wet nor an extremely dry year has occurred since the installation of these stations and, excepting the short period last December, records during major flood periods have not been obtained.

(d) In order to be of value in future hydrological studies or work the rainfall records should cover periods of extremely wet and extremely dry conditions.

Cash relief.....		\$18, 444
Estimate for fiscal year 1946.....	\$131, 616	
Less:		
Appropriation for fiscal year 1945.....	\$100, 913	
Allotted in 1945 from available funds.....	12, 259	
		113, 172
Net increase.....		18, 444

The amount of \$131,616 is estimated to be required for the fiscal year 1946 to provide for payments of cash relief granted silver employees in accordance with the act of July 8, 1937 (50 Stat. 478).

Estimated expenditures for the fiscal years 1945 and 1946 are calculated on the following basis:

Fiscal year 1945

	Number	Estimated expenditures
On roll June 30, 1944.....	473	\$104,280
Net additions during year (based on 9 additions less 3 separations per month, at \$19 per month).....	72	8,892
Total estimate for fiscal year 1945.....	545	113,172

Fiscal year 1946

	Number	Estimated expenditures
On roll June 30, 1945.....	545	\$120,696
Net additions during year (based on 11 additions less 4 separations per month, at \$20 per month).....	84	10,920
Total estimate for fiscal year 1946.....	629	131,616

The increases in the estimated additions to the cash relief roll are based on the belief that with the decrease in employment on the zone, there will be an increase in number of beneficiaries added to the roll. It is also expected that the average payments will increase as the new additions will have more years of service to their credit.

The estimate of \$100,913 for the fiscal year 1945, on which the appropriation was based, provided for a net increase of 48 annuitants, but for the reason stated in the foregoing paragraph the increase is now estimated at 72 annuitants, which will bring the total estimated payment to \$113,172. The difference of \$12,259 between the appropriation of \$100,913 and the estimated total expenditure of \$113,172 has been provided by allotment from 1944 savings in other operations.

The estimates submitted for improvements and betterments and for replacement of worn-out, obsolete, or excessively deteriorated facilities, total \$1,739,700. Individual justifications for the various projects follow:

School for laborers' children, Silver City, \$205,000.

To provide adequate facilities for the schooling of the children of the colored employees at Silver City.

For many years the Division of Schools has been severely handicapped in its efforts to provide a thorough and well-rounded educational program in the colored school at Silver City by the lack of sufficient and suitable classrooms in which to conduct the required courses. The present plant consists of two buildings having a total of 26 rooms. One of these buildings was constructed in 1920 for use as a commissary and was subsequently converted into an 18-room school. The structure was not designed for its present use and the rooms are small, badly lighted, inadequately ventilated, and so arranged that classes are disturbed by activities in adjacent rooms. Second floor exits, by way of narrow stairways, are definite fire hazards. Any attempt to alter the building to provide reasonably adequate housing for academic work of the grade-school classes would require a complete rebuilding of the structure, and the loss of rooms which would occur by rearrangement to secure larger classes would only further complicate the already serious overcrowding of facilities.

The second structure available is an 8-room building designed and constructed for its present use in 1929. The building is in good condition and can be retained in its present capacity of supplying classrooms for junior high school students for many more years.

With only these facilities available, the number of students to be accommodated has made it necessary to operate the school on a shift basis. Under this arrangement one group attends classes from 7:30 to 10 a. m. and from 12:30 to 2:40 p. m., while the second group is in session from 10 a. m. to 12:30 p. m. and from 2:40 to 5 p. m. While this system admittedly provides schooling, the results obtained have been extremely unsatisfactory, and in the interests of the students and of their future value to the community, improvements in the present facilities must be made. In addition to the undesirable educational features, the odd hours, combined with the fact that half of the students are out of school and are at home

at play, create a difficult problem in control and constitute an invitation to irregular attendance.

The enrollment in the school since 1938 has been as follows: 1938, 947; 1939, 925; 1940, 918; 1941, 984; 1942, 1,077; 1943, 1,027; 1944, 960.

From these figures it is clear that the present enrollment is not far above that of a normal year, and that any substantial relief from over-crowding cannot be expected through a decrease in the number of students. Although the trend now appears downward, the Division of Schools recently estimated that enrollment will continue at approximately its present level next year and that there is evidence that an increase can be expected in the future. Thus an enlargement of facilities is not to be undertaken to meet a temporary demand, but rather to fill a permanent need.

To secure the required facilities it is proposed to construct a new 22-room school building in which a proper educational program may be carried out, at a total cost of \$205,000, which includes \$25,000 for equipment.

The proposed new school will provide ample facilities for the first six grades, and make available for vocational work the space in the old commissary building that cannot be adapted to academic work of the grade school. The structure will thus permit discontinuance of the present shift basis and the students will receive the full benefit of the educational program.

The education of the children of the colored employees has been provided for by the establishment of 8 schools located in the various colored communities. Experience has demonstrated that the average colored child learns more slowly and is less adaptable than his white counterpart, so that the courses in the colored schools are designed to extend over a full 12 months in order to secure equivalent training. In 1941 the minimum age for entrance into the first grade was raised from 6 to 7. Prior to that time the majority of the colored pupils began reading in grade 1 at the age of 6. Most of them were not well developed socially, emotionally, and mentally, and did not learn to read readily. To provide a better program for these 6-year-olds, kindergartens were established in which the pupils could be introduced to school in a more gradual manner. Besides its educational advantages, the later start also has a very practical advantage. Formerly the pupils were graduated at the age of 14 or 15, and as the minimum age for employment is 16 years, there was necessarily a period of from 1 to 2 years in which the children could run free. The raising of the entrance age, together with the introduction of a 9-year course, eliminated this very undesirable condition.

Vocational Schools Shop Buildings for Alien Colored Children, La Boca and Silver City, \$320,000.

To provide the requisite buildings and equipment for the inauguration of a 2-year vocational course in which the children of the alien colored employees may receive intensive training in the manual skills of various occupations.

A guiding philosophy in the organization and administration of the colored schools is to educate the students so that they will be equipped to work more efficiently than the preceding generation. In line with this policy, the program of the colored schools has been improved from time to time to secure a curriculum better adapted to the needs of the children. However, the education provided still falls far below accepted standards, and the Division of Schools, therefore, has prepared a plan of extension and betterment to the curriculum to obtain the required higher standard. Briefly, the plan calls for continuing with minor changes the present 6 years of elementary schooling and 3 years of junior high-school work, and the establishment of two 3-year occupational high schools, one at Silver City for all Atlantic-side pupils, and one at La Boca for pupils residing on the Pacific side. Construction of the high schools is to be deferred until a later date, because upon completion of the vocational schools space can be made available for establishing a tenth grade; but funds necessary to erect and equip the vocational buildings are requested in these estimates to permit inauguration of the vocational courses in the school year of 1947.

It is proposed to admit to the occupational schools all graduates of the junior high schools who may wish to profit from additional secondary education and occupational training. Curricula will be offered in each occupational high school which will provide ample opportunity for local colored youth to secure a sound general education and at the same time to get intensive specialized training for future jobs with the Panama Canal and other agencies of the United States on the Isthmus. The aim will be to turn out graduates who will not only be proficient in the skills of a vocation but will also have some understanding of human relationships, economic citizenship, and civic responsibility. Included in the course will be a special 2-year curriculum for selected students who may wish to become teachers in the Canal Zone colored schools and seek admission to the La Boca Normal School. This will permit shortening the course in the normal school from 4 to 2 years.

Pupils will be allowed to remain in the occupational high schools until they complete a curriculum suitable for their needs. Under careful guidance, they will be permitted to select their own courses. Since a study of occupational outlets for Canal Zone colored youth indicates that less than 5 percent of the school population will need college preparatory and college training, it is proposed that occupational training will be the basic instrument for general education, with college preparatory work available for those who need it.

The proposed curricula are based upon a study of existing silver-roll jobs with the various Government agencies on the Isthmus, into which the graduates are likely to go. They will include operative, business, and homemaking courses.

Operative course.—This course is designed chiefly for boys who will seek employment in certain occupations in the Canal Zone and in the Republic of Panama. Emphasis will be placed on manipulative and related training to prepare the youth for various basic occupations, including wood fabrication and building construction, graphic arts, metal fabrication, motor and automobile service, and needle crafts.

Business course.—This course is intended to prepare boys and girls for entrance into business and commerce. Some of the subdivisions of this course are salesmanship and the distributive occupations, office service, and food and cafeteria service.

Homemaking course.—All girls will be required to take this course, which will include commercial food preparation; home arts, including home nursing, garment making, home cooking, marketing, child care, home hygiene and sanitation, and family health; prenursing; and health techniques.

Schedules will be arranged to permit the students to remain in the shop or laboratory for a full week or 2 weeks, and then to return to the classroom for theoretical and related work for a similar period. Cooperative training, that is, learner training in industry or business, will also be given in suitable cases.

The space needed for the shop courses cannot be made available in the existing school building in La Boca or in the new grade school building proposed for Silver City since these structures are large enough to meet only the academic requirements of the grade schools, and the classwork of the ninth and proposed tenth grades. It will be necessary, therefore, to construct new buildings in which to house the proposed vocational shops.

It is estimated that the Pacific side vocational school at La Boca will enroll approximately 185 pupils from the colored communities of Gamboa, Paraiso, Red Tank, Chiva Chiva and La Boca. Of this group more than half will be males interested in learning the crafts. The proposed shop building at La Boca, therefore, is to be constructed to accommodate 100 boys, the girls to receive their industrial arts training in the existing building. These students will take necessary related work in mathematics, science, mechanical drawing, blue-print reading, and the like, while learning the practical skills in the vocational shops.

On the Atlantic side the proposed school will enroll an estimated 170 pupils from the communities of Gatun, Frijoles, and Silver City. Of this group some 80 will be boys desiring instruction in the vocational courses, and they will be accommodated in the new shop building.

It is estimated that the school at La Boca will cost \$170,000, of which \$53,000 will be the cost of the equipment, while the school at Silver City will cost \$150,000, including \$47,000 for equipment.

With the training and experience to be received in the occupational high schools the graduates can be hired for work without the long breaking-in period, their work will be performed more efficiently, and the entire Canal-Railroad organization will be benefited by the acquisition of a group of employees more capable and more skilled than their predecessors.

In order to set the plan in motion the vocational shop buildings requested under this item are to be constructed and equipped during fiscal year 1946 and opened on July 1, 1946. It is proposed to open at the same time the tenth grade of the new occupational high schools, offering a limited program of academic work in existing school buildings. It is proposed further to construct and equip the high-school buildings during fiscal year 1947 and to offer the eleventh grade of high-school work beginning July 1, 1947.

Sewage disposal system, drydock No. 1, Balboa, \$36,000.

To provide a sewage disposal system to allow ships to use their own toilet facilities while undergoing repairs in drydock No. 1.

The discharge of toilet facilities on ships is overboard. When a vessel enters drydock, therefore, it is necessary to discontinue the use of the ship facilities unless a sanitary system is available in the dock to take the discharge. No such a system is provided in drydock No. 1 at Balboa, and, as a consequence, ship personnel must use shore installations. The only accommodations available for this use are located in toilet building No. 25 just south of the drydock. The structure also is used by the employees in the yard, and when ships with large crews are undergoing repairs the facilities are inadequate to meet the demand. With a sanitary system provided, the ship personnel would use the particular facilities to which they are regularly assigned at sea, the necessity of having to climb out of the drydock would be eliminated, and the overcrowding of shore installations would be avoided.

To permit the use of ship facilities while in drydock it is proposed to install a sewage disposal system to take the ship's discharge. The system will consist of sections of flexible hose, each having a connection at one end that will fit around the discharge opening and be secured to the ship. These flexible hoses will be connected with, and discharge into, pipe headers at the bottom and sides of the drydock that in turn will lead into longitudinal drains located in the tunnel, one on each side. These two drains will discharge into a sump tank that will be located in the pumphouse, building No. 29, from where the contents will be pumped overboard into the sea. The pumps will be operated by float valves and the entire system will be automatic after the connections have been made to the ship's discharge openings.

The estimated cost of this work is \$36,000.

Prior to the emergency and war periods the Panama Canal operated two drydocks, a large one at Balboa on the Pacific side and a small one at Cristobal on the Atlantic side. Following the outbreak of war, the increased demand for ship repairs at the Canal shops made it necessary to provide additional drydocking facilities. The need was urgent and to expedite the securing of the facilities the Navy used its funds to construct two new graving docks at Balboa and to install two marine railways at Cristobal. The new drydocks at Balboa are 440 feet and

235 feet in length as compared to the 1,044-foot length of the old drydock No. 1. The new docks thus are primarily for repairs to smaller vessels, with larger ships using the old drydock.

The installation of sanitary systems in drydocks is now common practice and a system similar to the one requested under this item was made a part of the new auxiliary docks. The results have been excellent and the advantages secured should be made available in the big drydock where the need is even more pressing.

Tracks and roads, Cristobal shops, \$29,700.

To furnish the connecting roads and tracks required in the shops area for handling of supplies, equipment, and material.

With the beginning of the war there was a tremendous increase in the work load at the Cristobal shops. This increase came mainly from Army and Navy ships on which repair work had to be accomplished in the shortest possible time to avoid disruption of strict time schedules. The old plant was not equipped to meet these requirements, so that efficient performance of its share in the war effort made it necessary to add new equipment, enlarge repair facilities, and, through the Navy, construct two marine railways and a marginal wharf. The full utilization of these new facilities demands the installation of suitable service roads and tracks and as these were not provided during the construction and expansion in the area, funds must be requested for their accomplishment in these estimates.

The work proposed is to consist of the following projects:

(a) *Extend Nutting Road between marine railway No. 2 and the storehouse area to provide an adequate access road to the new marginal wharf.*—The existing connection is by a dirt and coral road which was originally used by the storehouse to secure access to their back areas. Traffic formerly was light and intermittent, and for such use a dirt road was adequate. With the construction of the new wharf the character of the traffic changed completely, and the old road is entirely unsuited for its present use. To secure a connection capable of carrying heavy loads in all weather it is proposed to construct a new road. This road will be of concrete, 20 feet wide and 0.14 mile long. The estimated cost of this work is \$12,020.

(b) *Resurface the road connecting dock 15 and Nutting Road.*—The existing road was constructed as a short cut between dock 15 and the storehouse area. During the construction of marine railway No. 2 and the extension of dock 15 the road was badly chewed up by heavy equipment. The repairs made at the time could be only of a temporary nature and as a result rebuilding will be necessary within another year to keep the road in condition for continued use. This section of road forms a highly important connection and must be maintained in a usable condition. To obtain the required good road it is proposed to resurface the existing 0.11 mile of worn-out road with 8-inch reinforced concrete paving. The work to be done is estimated to cost \$9,430.

(c) *Construct an access road and extend the railroad track on the north side of marine railway No. 2.*—This project is to provide the needed facilities for truck and railroad service which are now lacking. The facilities were omitted when the marine railway was constructed, but subsequent operation has made the need for such services clearly apparent. The proposed road is to be of 8-inch reinforced concrete, 20 feet wide and 0.07 mile long. The track extension is to be approximately the same length. The work to be performed is estimated to cost \$8,250.

The mechanical division is an essential element in the operation of the Canal and railroad. It must maintain a maximum of plant for emergency use in peace and war and a force sufficient for emergency work in peace. The division maintains two plants, the Balboa shops on the Pacific side and the Cristobal shops on the Atlantic side. The Cristobal shops are similar to but smaller in size than the plant at Balboa.

Plans and preparation of sites for silver quarters, \$250,000.

To make designs and plans and to prepare a site for the post-war construction of badly needed silver quarters.

The semiskilled and unskilled work of the Panama Canal is performed by labor originating in the West Indies and the surrounding Latin American countries. For reasons of policy, morale, and labor stabilization, town sites have been established in the Canal Zone in which to house this force. The majority of the silver quarters for this purpose were constructed during or immediately following the construction of the Canal. Since that time the number of employees and the size of the average silver family have increased and the apartments gradually have become so overcrowded as to no longer meet minimum health and humanitarian standards. In addition, the older buildings have deteriorated through age and severe tropical conditions to such an extent that maintenance is no longer economically feasible. It now becomes necessary, therefore, to plan the initiation of a replacement and expansion program that can be undertaken as soon as war conditions will permit. The funds herein requested are to be used to prepare an ultimate plan of improvement and to start the first phase of the improvement by developing a new town site to the extent that the availability of critical materials will allow.

As stated above, present silver quarters are occupied even beyond their reasonable capacity. Consequently, before undertaking a replacement program, it will be necessary to provide other accommodations for those employees who must be evacuated to permit demolition and reconstruction. There is no space in existing town sites for additional construction and employees cannot move even temporarily into the terminal cities of Panama. The housing available in these cities is now completely utilized by those who cannot be provided for in the Canal Zone and is of a deplorable type. Whole families are crowded into small, dark, poorly ventilated rooms, and the incidence of tuberculosis and other respiratory diseases is alarmingly high. Moreover, the rents charged are exorbitant.

A start in the direction of improvement has been made. On approval of the Bureau of the Budget and the concurrence of the appropriations committees, available funds were used to take advantage of the Army's offer to turn over buildings in the abandoned post at Paraiso for conversion into silver quarters. Thirty buildings were obtained and these structures are presently being converted to provide 198 family apartments and 54 bachelor rooms. On completion of this project the Canal will have 504 quarters buildings, comprising 3,707 family apartments, 809 bachelor rooms, and 57 barracks buildings. However, those buildings will provide only 46 percent of the family apartments and 53 percent of the bachelor rooms required for an estimated post-war operating force of 13,500 silver employees. This Paraiso development will be of substantial benefit, but it is entirely inadequate as a reservoir of buildings into which displaced employees can be moved to permit an economical program of replacement of old quarters to be undertaken.

The plan now proposed as an initial step calls for the expenditure of \$2,000,000 for the construction of a new town in which to house approximately 500 families and to provide the necessary public buildings. The site selected for the construction was formerly used by the Army to house construction personnel and it therefore has the advantage of being partially developed, with some municipal and electrical facilities available. The establishment of a permanent town, however, will require additional improvement of the area and the extension and enlargement of the existing utilities. Under the proposed procedure, the necessary design of the buildings, the required preparation of the site, and planning further development of the program are to be accomplished with the \$250,000 requested in this item, while the remaining \$1,750,000 needed for construction of the buildings has been placed in category 4 and will be requested in 1946 if the war is over on both fronts.

The average silver family consists of 4.7 persons, and the minimum standard of living space requires 100 square feet per person, exclusive of baths, kitchens, and passageways to prevent overcrowding. The quarters proposed under this plan will provide this needed area and thus are to be larger than the present quarters. The rental rates for silver quarters are low and this factor is taken into consideration when fixing rates of pay for silver employees.

Both the Panama Canal and the Panama Railroad Company have contributed capital funds for construction of quarters, but for efficient operation the quarters are handled by the Supply Department of the Canal, and the rentals credited to Canal revenues to which the operations are charged.

The completion of the new quarters will help to relieve the existing highly unsatisfactory housing conditions and will make possible the commencement of an orderly program of replacement of existing obsolescent and generally dilapidated quarters.

Designs and studies for post-war construction, \$174,000.

To prepare designs and make studies so that construction of projects necessary and desirable for future efficient operation of the Panama Canal and its appurtenances may be initiated without undue delay following the close of the war.

During the emergency and war period the Panama Canal has deferred much important and desirable construction in order to concentrate on vital defense projects. By adopting this policy of limiting its own construction to only the most essential projects, the Canal has made its engineering and building divisions available for work on urgent Army and Navy projects, conserved strategic materials, and reduced to a minimum its requirements on the limited shipping space available. As a result, many temporary and inefficient facilities have been kept in service, several objectionable conditions which in normal times could not be tolerated have been permitted to remain uncorrected, and a number of projects for the improvement of the welfare of the employees have been postponed.

With the end of the war, efficient operation of the Canal will require the completion of the deferred construction, the progressive removal of all objectionable features, and the construction of the desirable operating and community enterprises. The most expeditious and economical method of handling this work will be with portions of the skilled force which has been built up and trained during the present period. However, to fully utilize these forces it will be necessary to be in a position to start all work as quickly as conditions will permit.

It is proposed, therefore, to perform the necessary preliminary planning in advance so that with the cessation of hostilities construction work may be undertaken promptly as funds become available.

A list of the items for consideration and the estimated cost of designs and studies are presented in the following table:

Completion of Corozal quarantine station.....	\$10, 000
Barracks for Americans.....	\$3, 000
Silver employees' barracks.....	2, 300
Steerage barracks.....	3, 000
Isolation ward.....	800
Guardhouse.....	900
Utility building, Pedro Miguel locks (designs 85 percent complete).....	700
Auditorium (sec. C), high school and junior college, Balboa.....	25, 000
Office building, Gatun locks (designs 90 percent complete).....	400
Terminal building and traffic control station, Balboa.....	7, 500
Clinic, admitting office, and auditorium building, Gorgas Hospital.....	30, 000
Raise type 14 quarters, Pedro Miguel and Balboa.....	15, 000
District quartermaster office, warehouse and mattress factory, Balboa..	12, 000
Silver schools.....	23, 400
Canal crossing at Balboa.....	50, 000
Total.....	174, 000

These items are discussed briefly in the following paragraphs:

Completion of Corozal quarantine station.—The quarantine station for the Panama Canal was formerly located along the Canal shore line near the Balboa naval reservation. With the outbreak of war the prosecution of duties incident to the war effort made it imperative that the Navy secure the area for its use. Accordingly, on October 1, 1942, the commanding general directed that the area be turned over to the Navy, and that funds be provided by the Navy to construct a substitute station to meet requirements for the duration of the war.

The station at Balboa had been inadequate for some time prior to this action, and the old frame buildings had reached the state where sanitation and maintenance were extremely difficult. In view of this inadequacy and poor condition it was considered unwise and uneconomical to build a temporary station for the duration of the war with the idea of returning to the old and inadequate one at the expiration. It was likewise illogical to use funds and materials to build a new station as an exact duplicate of the old poorly arranged one. Accordingly, the construction was limited to only the most essential buildings, with a total

floor area approximately equal to that given up in Balboa. These buildings alone are not sufficient to meet expected requirements, and additional construction will be necessary to provide adequate facilities. The funds requested under this item are for the purpose of designing the needed extra buildings.

Funds for this construction were requested in a supplemental appropriation and in the 1945 estimates but the item was disallowed. The buildings are needed for efficient operation of the station during post-war years and should be started as quickly as possible after the end of the war.

Utility buildings, Pedro Miguel locks.—Shortly after the outbreak of the war, in compliance with requirements of the Army, the utility building and the carpenter shop at the Pedro Miguel locks were removed. The buildings were of wood construction and their inflammability, in connection with their close proximity to the locks, would have been a hazard in the event of an attack.

Temporary, but entirely inadequate, provision for the necessary paint, carpenter, and miscellaneous facilities contained in those structures has been made by housing only the most essential elements in an unfloored shed which was built from scrap materials. The earth floor and small size of the shed preclude the installation of all of the shop equipment, and the shed does not accommodate the required services. The provision of an adequate building is imperative to the efficient operation of the locks and should be undertaken as soon as practicable after the war.

Requests for appropriations to construct the building were made in the 1942, 1943, and 1944 estimates, but the item was refused each time and the Canal instructed to continue the makeshift facilities in service until after the war. Preliminary plans were made for these submissions so that designs now are 85 percent complete. The funds requested herein, therefore, are to complete the designs.

Auditorium (section C), high school and junior college, Balboa.—An auditorium is seriously needed at Balboa for school use to provide a suitable assembly room where the various school units can be brought together for assemblies, faculty and guest lectures, school programs and plays, debates, public-speaking exercises, and glee club, orchestra, and band concerts. These activities represent an important part of the general cultural development of the school children, and until facilities for their accomplishment are provided an essential part of the school program must be curtailed.

For the Pacific side community in general, the auditorium will provide a building in which to hold concerts, plays, community gatherings of all kinds, lectures, and entertainments. Also small meeting rooms are to be made available for the various social, fraternal, and community clubs and organizations.

At present no such facilities are available on the Pacific side for either school or community use, so that it has been necessary to use the motion-picture hall at Balboa with its entirely inadequate accommodations for any activity attended by a sizable audience. The construction of an auditorium will eliminate this undesirable condition by providing a suitable structure for general as well as necessary school use. An auditorium for the Atlantic side was provided as part of the Cristobal High School plant in 1932. The funds requested herein are to be used to prepare the necessary designs and plans for the construction of the auditorium.

Office building, Gatun locks.—At present the administrative, clerical, accounting, property, and timekeeping sections at the Gatun locks are provided office space on the operating floor of the control house, in the poorly ventilated, artificially lighted cable room directly below, in a temporary frame structure originally erected to serve intermittent demand during periodical locks overhaul work, and in a part of one of the shop buildings. The wide dispersal of the force has made coordination of the work extremely difficult, prevented efficient functioning of the various units, and cramped the operating personnel. No buildings are available in the area for office use so that necessary centralization of activities can be secured only by the construction of a new building for the purpose.

Funds were requested for this construction in the 1942 and 1943 estimates but were not allowed. However, preliminary sketches and designs made for those submissions were used in preparing final designs which are now 90 percent complete. To complete the designs will require an additional sum and the funds requested herein are for that purpose.

Terminal building and traffic control, Balboa.—The control of marine traffic in the Pacific terminal is a major operational function of the Panama Canal. All work incident to such control is performed by the Dispatching Section of the Marine Division located in the Pacific terminal building. This section is the

nerve center of the terminal. All information relating to the arrival, movement, and departure of vessels is received by the dispatchers and based on this information orders are issued concerning pilots, boarding examinations, berth assignments and transits.

To properly coordinate the various movements of ships, tugs, launches, lighters, etc., the dispatcher should be located so as to have a direct view of the entire harbor and its approach channels. In the present location the dispatchers can obtain only a limited view of the harbor and must rely on reports from the various signal stations to keep informed on the movements of vessels. This second-hand method of securing information handicaps the dispatchers in the ordinary performance of their duties, and in addition, prevents them from detecting any potential dangers and taking prompt remedial action to avert damage.

Surveys of the situation have been made from time to time and various solutions proposed but each plan has had objectionable features. To secure an efficient and satisfactory solution will require the most careful and detailed study and planning and the funds requested herein are for that purpose.

Clinic, admitting office, and auditorium building, Gorgas Hospital.—The building proposed is a three-story concrete structure adjacent to the principal hospital buildings and connected thereto by a covered passageway. The proposed building would provide space for out-patient clinics, admitting office, and an auditorium. Centralizing the clinics would be advantageous in that all clinics would be conveniently located with adjoining offices in the same building. Moreover, it would reduce to a minimum the number of persons within the ward buildings, relieve overcrowding of facilities, and make available for other essential use the space which is now occupied by the various out-patient clinics throughout the hospital.

The auditorium is needed to provide a suitable place in which to hold staff conferences, give lectures, and as a meeting place for the medical and dental societies. The admitting office in addition to providing appropriate office space will be fitted with a special treatment room for emergency cases.

The construction will provide a long-needed improvement and allow the hospital to rearrange facilities on a more efficient basis for post-war conditions. The funds requested are to be used for the design of an adequate structure for the purpose.

Raising type 14 quarters, Balboa and Pedro Miguel.—For many years consideration has been given to altering and improving the 4-family, type 14 quarters built during 1916. The proposed improvements are to consist of raising the buildings to about 7 feet from the ground, transferring the laundry trays to the basement, providing parking space for 4 cars under the houses, providing 2 servants' toilets, paving the basement, and improving the ventilation. It is estimated that the project will extend the life of these old frame houses about 10 years.

Plans for the proposed work must be made, structural surveys made, and plumbing and electrical estimates, diagrams and plans laid out. The funds requested herein are for the purpose of proceeding with this required design work.

District quartermaster office, warehouse, and mattress factory, Balboa.—The building which provides for the housing of the Balboa district quartermaster office, the furniture warehouse, and the mattress factory was erected in 1915 with material salvaged from an old medical storehouse building located in the Colon Hospital grounds. The 29-year-old frame structure has reached an advanced state of deterioration and termite-infestation and in view of its poor physical condition continued maintenance and repair are both uneconomical and unwise. The old building is an extremely hazardous fire risk and to protect against a serious loss of records, plant, and equipment the building must be replaced with a less dangerous structure.

Although the building is in need of immediate replacement it can be made to last until after the war. Because of this factor and because the project is a large one which will require study and planning to secure an efficient lay-out for the various facilities, it has been decided to defer the replacement until after the war. However, the construction of a safe and adequate structure for quartermaster activities should be undertaken immediately after the close of the war. To enable construction to proceed without delay, designs and plans should be made available in advance and as no funds for that purpose are available now, the necessary funds are requested herein.

Silver schools.—In keeping with the policy of the United States to raise the living standards and to provide better employment opportunities for the silver employees on the Canal Zone, it is proposed to extend the present school program by the addition of a high school and by construction of buildings for vocational

courses. Funds for 1946 construction of the vocational facilities are requested in another item in these estimates. It is proposed, however, to defer construction of the additional high school until 1947, but designs and plans for the required building are to be made in advance, and the funds requested herein are for that purpose.

Canal crossing at Balboa.—By memorandum of May 18, 1842, addressed to the Ambassador from Panama, the Secretary of State agreed that the United States will construct a crossing over the Canal at Balboa, either a tunnel or a bridge, when the present emergency is ended. In view of this agreement and because of the many complex problems that will be involved in the ultimate decision as to the type of structure and its location, it is important that certain preliminary studies be undertaken. It is not intended that final plans and estimates be prepared at this time but that initial investigations and analyses be sufficiently advanced to serve as a basis for later detailed recommendations. It is for this purpose that the requested funds are needed.

Addition to gymnasium, Balboa, \$176,000.

To provide the additional space and equipment needed at the Balboa gymnasium to enable the schools to present an effective physical education program in the Balboa junior and senior high schools and in the junior college, and to permit the inauguration of an adequate adult physical and recreational program.

For many years physical education has been a required course in the Canal Zone junior and senior high schools and in the junior college. By this course an attempt is made to provide the students with a continuous program of controlled activity. Such a course is of particular value in the Tropics where physical activity is regarded as necessary to normal health and well-being. In addition to the physical and mental stimulation to be derived by the students the course is an essential part of the curriculum since the Middle States Association of Colleges and Secondary Schools, which accredits the Canal Zone high schools and junior college, uses the extent and excellence of the program of physical education as an important criterion of the quality of a school. Facilities for conducting courses are satisfactory at the Cristobal junior and senior high schools but are definitely below accepted standards at Balboa.

The physical fitness of the youth of the Nation has been of particular concern since the outbreak of war, and a course of five 45-minute periods per week has been adopted as a nationally accepted standard. Two 45-minute periods were required as an absolute minimum at Balboa prior to the war and this figure has now been raised with as many classes as possible to three. Lack of gymnasium space makes it impossible even to consider offering the accepted standard of five since the single floor presently available cannot satisfactorily handle even the present three.

It is estimated that approximately 1,040 students will be enrolled in the high school and college during the school year of 1944-45 and that enrollment in the future will remain at that high level. For these students at least 30 class sections requiring a total of 86 periods of floor work will be needed. The gymnasium, however, offers adequate facilities for only 40 periods per week, or 8 periods on each of the 5 school days. As in the past years it will be necessary to double up the classes on the single floor and even this expedient will not provide sufficient periods to cover the required amount of work. Also with but one gymnasium available classes for both boys and girls must be scheduled on the floor at the same time. A canvas curtain separates the two sexes and provides visual privacy but this arrangement, with its resulting cramping of space, interference between classes, and confusion from sounds of commands, whistles, directions, student questions and the like, prevents introduction of many desirable features which should be incorporated in the program to provide an effective course.

The present facilities are not only inadequate to meet the demand from the schools but they are also insufficient to provide a reasonable program of healthful exercises and games for the adults. There is a definite need for the relaxation to be found in such a program, and expenditures for this purpose are more than repaid in increased efficiency and morale of the organization and in improved general welfare of the entire population.

To secure the additional space necessary to enable the schools to provide an effective course of physical education for the students and to furnish an adequate physical and recreational program for the adults of the community it is proposed to construct a second floor with mezzanine over the present shower and locker building. The proposed construction will cost \$158,000, and gymnasium and office equipment will cost \$18,000, making the total cost \$176,000.

With a total of 80 class periods available on 2 floors, schedules can be arranged to enable all of the students in the junior and senior high schools and the junior college to receive necessary instruction and a complete course designed to produce the most beneficial results can be inaugurated. For the adults, volleyball and handball, badminton, calisthenics, and the like can be scheduled in the evenings during the entire week instead of being sandwiched in between league basketball games, dances, etc.

The playground section of the division of schools operates nine playgrounds and gymnasiums for Americans and five playgrounds, two gymnasiums and a clubroom for the alien employees. The section furnishes the equipment, supervision, and coaching for tumbling, boxing, wrestling, basketball, archery, handicraft, tennis, and many other related activities. During 1943, 49 organized baseball, softball, basketball, and volleyball leagues were conducted under the supervision of the section.

The recreational facilities are used extensively, not only by the civilian employees, but also by the Army and Navy forces, and competing teams are composed of both civil and military personnel.

Appropriations for playground activities cover the salaries of physical directors and directresses, kindergarten teachers, and playground attendants, and also provide funds for the maintenance of playgrounds, gymnasiums, baseball and softball diamonds, tennis courts, running tracks, and similar facilities, and for the purchase of playground and physical-education equipment. Some of the activities are partially self-supporting, but they cannot be made wholly so without greatly curtailing their scope and thus destroying many of the benefits now being derived through their extensive use.

Toilet and locker facilities, Miraflores locks, \$72,000.

To provide adequate toilet, locker, and lunchroom facilities for employees at Miraflores locks.

A wooden building, erected about 25 years ago, is now used jointly for a paint shop and to provide toilet and locker facilities for the employees. The building is in poor condition; it is infested with termites and deteriorated by dry rot. The roof trusses and other parts of the structure have to be reinforced from time to time to prevent collapse and other repairs are frequently necessary to keep the building in use. In 1943 a windstorm damaged the south end of the building and suitable repairs were impossible without complete rebuilding because of the poor condition of the rest of the structure. The deterioration is continuing at an increasing rate, and maintenance costs are becoming more excessive.

Toilet facilities at Miraflores locks are inadequate. They consist of small units located on the lower side wing walls, at each end of the center wall, in the shop building on the east wall, and the insufficient facilities in the present combined toilet, locker, and paint shop building on the west wall. The locker space now afforded by the present building is also inadequate. The lockers must now be distributed in suitable places in shop buildings and in nonventilated recesses in the operating tunnels. This arrangement is extremely inconvenient and unsatisfactory. A suitable locker room, properly ventilated, where employees can keep their work clothes and where they can change clothes, is badly needed. At present there is no place provided where employees may eat their lunches and relax during the lunch period. No buildings are available in the locks area for conversion to the above purposes, and repair and enlargement of the existing old building now used for the combined purposes of toilet and locker room and paint shop is impractical and uneconomical.

It is proposed, therefore, to replace the present building with a new building centrally located and of adequate size to provide the required locker rooms, toilets, showers, and a room containing tables for employees to eat their lunches. (A temporary building on the east side wall will be used for the paint shop.)

The estimated cost of the new building is \$72,000.

The proposed construction will provide (a) a structure on which continual repair work will not be necessary; (b) adequate toilet facilities; (c) sufficient lockers in which employees may keep a change of clothing, tools, and personal belongings; (d) suitable lunchroom facilities; and (e) a definite improvement in working conditions with consequent lift in morale and efficiency of the force.

All permanent buildings erected in the locks area must be nonflammable so that in wartime they will not be potential fire hazards. The principal reason for this requirement is that during an attack a burning building would illuminate the locks and greatly increase their vulnerability. The proposed building, therefore, is to be constructed with concrete walls and roof. Operating costs are to be absorbed in the regular locks operating account.

Toilet and locker facilities, Gatun locks \$61,000.

To provide needed toilet, locker, and luncheon facilities for the employees on the locks.

The present regular force at Gatun locks consists of 105 American and 275 native employees. During the dry seasons, January through April, the native force may be increased by as many as 50 employees for painting and other outside work, while during the quadrennial lock overhauls the American force is approximately doubled and the native force more than quadrupled.

The toilet facilities now available for the employees are limited in number, inadequate in size, and inconveniently located under the emergency dams, at the shop buildings, under the control house, and at the extreme ends of the center wall. The only locker and luncheon facilities available where the employees may keep their lunches, wash up or keep a change for their wet and dirty clothing are in a few unsuitable places in and around the shop buildings, in the nonventilated operating tunnels, which are not accessible for general use, and in a temporary shed erected for construction purposes and now fitted with a few lockers.

The rainfall at Gatun averages some 124.4 inches a year and lockage operations require employees to be out in the weather, rain or shine. Also much of the work on the lock machinery is in the nonventilated tunnels where the employees become soaked with perspiration while engaged on regular maintenance and repair work. Under present conditions no adequate facilities for drying-off or changing of wet clothing are available and it is important from the standpoint of health and improvement in working conditions that these facilities be provided.

To supply these facilities it is proposed to construct a building on the east wall, middle level, in which the required toilets, urinals, lockers, showers, and room with tables and benches for the eating of lunches will be provided.

The estimated cost of the building is \$61,000.

Completion of the proposed building will provide the employees with a centrally located structure containing suitable and accessible toilet facilities, a place to change wet and dirty clothing, a room equipped with tables and benches in which to eat lunches, and sufficient lockers in which to keep personal belongings. When these improvements in conditions are made available, an improvement in morale, with consequent increased efficiency in the performance of duties can be expected.

The need for a structure of this nature has been increasingly apparent during the last few years but in line with the policy of postponing all but the most essential construction during the emergency and war periods, makeshift arrangements have been pressed into service. These makeshift facilities are a source of constant dissatisfaction among the employees and in the interests of their welfare and morale adequate facilities must be provided. The force at the locks has not been subject to a large expansion during the present period so that the number of employees to be provided for will remain at or near the present level.

For protective purposes all construction on the vital locks structure must be of concrete and the proposed building will conform to these restrictions. The cost of operating the building will be carried in the regular locks operating account.

Road and street replacements, \$299,000.

To modernize worn out and narrow streets and roads in the Canal Zone.

The majority of the streets and roads in the Canal Zone communities were constructed during the period from 1914 to 1924 when the traffic consisted of horse-drawn or light motor vehicles. These roads, built to the standards of that period, are narrow and of asphalt macadam construction.

Present-day vehicles, particularly large trucks, trailers, busses, and heavy construction equipment, require wider roads because of the increased size of the vehicles, and a more substantial type of construction because of increased weights. The higher speeds and greater density of traffic also require wider roads of modern characteristics as to curves, grades, alignments, etc., for safety and to avoid traffic congestion.

Asphalt, in time, loses its binding qualities, particularly in the Tropics. When an asphalt road has lost its "life," surface treatments are no longer effective and rebuilding becomes necessary.

The heavy traffic, both in weight and density, to which the Canal Zone roads have been subjected during the past 4 years of the emergency, has greatly accelerated the deterioration and increased the amount of maintenance work required. The older roads in the Canal Zone, being 20 to 30 years old, have reached the point where satisfactory maintenance and repair are no longer practicable or, at best, extremely uneconomical.

It is proposed to initiate, with the fiscal year 1946, a 6-year program of rebuilding and widening the narrow and worn-out roads and streets. Experience has demonstrated that concrete construction is the most economical and satisfactory in the Tropics since it has the greatest durability, the lowest maintenance costs, and the first cost is only slightly higher than asphalt macadam. Studies have developed that 24 feet is the optimum width for the Canal Zone roads. Accordingly, concrete construction and 24-foot width wherever possible, without incurring major expenditures for the relocation of existing structures, is planned. The 6-year program is estimated to cost \$3,000,000, and the work of highest priority, proposed for the fiscal year 1946, is estimated to cost \$299,000.

Construction proposed for 1946 is presented in the following table:

Fifth Avenue, Old Cristobal.....	\$14, 000
Coral Road, Old Cristobal.....	14, 000
Roosevelt Avenue, Balboa.....	147, 900
Fourth of July and Tivoli Avenues, Ancon.....	91, 300
Frangipani Street, Ancon.....	31, 800
Total.....	299, 000

Each of the above projects is discussed briefly in the following paragraphs:

Fifth Avenue.—The bulk of the traffic between Fort Sherman and the Colon-Cristobal area (including the Army and Navy bases in the vicinity of Cristobal) uses the Fort Sherman Ferry, since the only other route requires crossing the lower sea gates at Gatun locks, which are narrow, and involve sharp turns and frequent delays due to lockage of ships. Fifth Avenue connects the east ferry landing with Columbus Avenue and the balance of the road and street system in the Cristobal area, and consequently carries much heavy traffic. It was constructed over 20 years ago, and is in need of complete rebuilding for the reasons presented in the general discussion above.

Replacement of the 0.11 mile of old pavement with 24-foot-wide reinforced concrete is proposed at a cost of \$14,000.

Coral Road.—Coral Road, extending from Canal Street in Old Cristobal, parallel to the French Canal, to the mechanical division serves the town of Camp Biedr, the Navy section base, and the northern part of the mechanical division area. It is a modern concrete road except for a short piece 0.12 mile long at the Canal Street end. This short section consists of asphalt and old concrete, and is only 18 feet wide. Maintenance costs are high, and its narrowness creates a traffic bottleneck where traffic is heaviest.

Replacement of the 0.12 mile section with 24-foot-wide concrete is proposed at a cost of \$14,000.

Roosevelt Avenue.—Roosevelt Avenue, extending between Thatcher Street in Balboa and Tivoli Crossing in Ancon is one of the most important streets in the Ancon-Balboa district. It is the principal of the two routes between Panama City and Thatcher Ferry, and therefore is the main route for traffic to the interior of the Republic of Panama on the west side of the Canal. It also is the main route to the mechanical division, Balboa Pier area, and serves the mechanical division shops, supply department storehouses and docks, 4, 6, 7, 8, 12, 13, 14, the three Pacific side drydocks, and the municipal engineering division rock crushing and central concrete and asphalt mixing plants. Consequently, it carries extremely heavy traffic of all agencies of the Panama Canal, the Army and the Navy and the civilian residents of both the Canal Zone and Panama.

The section between Tivoli Crossing and Corozo Street has recently been completed to modern standards with public roads funds. The section between Corozo Street and the entrance to dock 6, a length of 1.27 miles, has been in use for 25 years. From time to time the various parts of this section have been widened, using reinforced concrete, so that all of this section is now 24 feet or more wide. In addition, parts totaling 0.13 mile have already been replaced with concrete pavement. The remaining portions of the original road, totaling 1.14 miles, are constructed of asphalt macadam.

It is proposed to replace all of the remaining old asphalt macadam pavement with reinforced concrete in order to convert the entire section to a modern concrete street 24 feet or more wide. In addition, it is proposed to place an extra lane 124 feet long at the Balboa Road intersection to assist traffic flow at the newly installed traffic light. The estimated cost of the work required is \$147,900.

Fourth of July Avenue and Tivoli Avenue.—These two streets jointly form a thoroughfare 1.02 miles long, extending along the Canal Zone-Republic of Panama boundary between Tivoli Crossing in Ancon and the "Limits," where Balboa

Road enters Panama City. They carry a large part of the Ancon-Balboa and Ancon-Balboa-Panama City traffic. form a connection between the main routes for traffic from Panama City to the interior towns of the Republic, serve as a feeder for Gaillard Highway, and carry the traffic to and from the Hotel Tivoli. Consequently these two streets are very heavily traveled. The streets were constructed about 30 years ago of asphalt macadam. From time to time sections have been widened with reinforced concrete. As a result the width is now satisfactory for present day traffic, but the asphalt macadam, in common with other old roads, needs replacement. The work proposed is estimated to cost \$91,300.

Frangipani Street.—Frangipani Street originally was a short street connecting Gorgas Road and Ancon Boulevard and passing the Ancon Commissary and Clubhouse. Several years ago the plan was developed to extend Frangipani Street from Ancon Boulevard to Tivoli Crossing in order to provide a modern direct connection between the important Tivoli Crossing intersection and the Acon Commissary-Gorgas Hospital area. Most of this connection was constructed of reinforced concrete pavement 36 feet wide on the adopted alinement in 1939 when a number of sets of quarters facing the new street were built. Because the right-of-way for both ends of this part of Frangipani Street could not be made available at that time the end sections were not completed. The connection with Ancon Boulevard at present is through a section of Chame Street which is narrow (16 feet) and has poor alinement. The connection with Tivoli Crossing is by means of a narrow (16 feet) tortuous street around the Ancon Silver Market.

It is proposed to construct these end sections, totaling 0.13 mile, of reinforced concrete in prolongation of and the same width (36 feet) as the part of Frangipani Street constructed in 1939. The proposed work is estimated to cost \$31,800.

Cemetery improvements, Corozal and Mount Hope, \$34,000.

To provide an adequate and suitably located gatehouse at Mount Hope Cemetery, and to improve Corozal Cemetery by the addition of public toilets, resurfacing of roads, and installation of suitable drains.

Two cemeteries are operated in the Canal Zone by the health department, one at Corozal on the Pacific side and the other at Mount Hope on the Atlantic side. The cemetery at Mount Hope is the only one on the Atlantic side, and consequently must serve the Republic of Panama as well as the Canal Zone. The site has been in use since 1850, and with the gradual growth of the cemetery the burial areas have been extended from the original section along Bolivar Highway to an area near Randolph Road. To secure convenient and ready access to the new section, a road has been constructed connecting with Randolph Road, but inasmuch as the main gate and office are still located on Bolivar Highway the new road cannot be opened to the general public.

The present gatehouse was constructed in 1906 and its advanced state of deterioration makes further maintenance impracticable. Also, it is inadequate in size and is not equipped with the necessary office, toilet, and shower facilities for the staff, the general public, and workmen. It is proposed, therefore, to secure an adequate structure for such use by the construction of a new building. However, as the cemetery section near Randolph Road is, and will be, the most used, the proposed gatehouse is to be constructed on the new access road, the existing building removed, and the present main gate closed to the public. In addition to the operating advantages and the convenience to the public to be secured by the proposed change, the shift to the new location, by removing funeral processions from the present entrance, will help to relieve traffic congestion at the busy intersections leading to the commissary warehouses and mechanical division areas.

On the Pacific side several cemeteries are maintained in Panama City so that Corozal Cemetery is used primarily for deaths occurring among the civil and military populations of the Canal Zone. The present cemetery was opened in 1914, and is adjacent to, and operated by, the Corozal Hospital. During recent years the number of burials has almost doubled, increasing from 354 in calendar year 1939 to 696 in calendar year 1943. The growth of the cemetery and the increased number of large funerals make it mandatory that all facilities necessary for efficient operation and public convenience be provided.

One of the most pressing needs at the cemetery is for erection of public toilets. No such facilities are presently provided and at large funerals or memorial services their need has often been distressingly evident. To secure these facilities it is proposed to construct a suitable building, using the site of the present old toolshed. Segregation between whites and blacks and between males and females must be made so that four separate rooms in the one building are necessary.

The macadam roads in the cemetery are in poor state of repair and in another year will require complete resurfacing. A certain amount of their poor condition is traceable to improper drainage, so that suitable surface and subsurface drains are to be provided at the same time that the roads are resurfaced.

At Mount Hope, the securing of adequate office, toilet, and shower facilities, the opening of the new and convenient access road to the public, and the relief of traffic congestion at two of the busiest intersections of Bolivar Highway will require the construction of a new gatehouse at a more suitable location.

At Corozal, necessary improvements are to be secured by erection of needed public toilets, resurfacing of roads, and installation of suitable drains. The estimated cost of the work proposed is as follows:

Mount Hope: Construction of new gatehouse-----	\$12, 000
Corozal:	
Construction of toilet building-----	6, 000
Construction and improvement of roads and drains-----	16, 000
Total-----	34, 000

Prior to the outbreak of the present war, bodies of military personnel and American civilian employees of governmental agencies in the Canal Zone were usually returned to the United States for burial. Since the war began, however, the shipment of bodies to the United States has been forbidden, and the load on the Canal Zone cemeteries has increased greatly. The Army has provided funds for additional grading necessary to provide space for the burial of military personnel, and further contributions from that source are not appropriate at this time.

With the very limited funds available it has not been possible to maintain the enlarged cemeteries in a satisfactory condition or to make needed improvements. As a result, their appearance and facilities have been subjected to severe criticism by the military authorities and others. The standards that it has been possible to maintain have, in fact, been far below those of the national cemeteries established in the United States for burial of military personnel.

A substantial improvement in this respect can be accomplished with the funds requested herein.

Silver dispensary, Red Tank, \$25,000.

To construct clinic facilities in the town of Red Tank for the treatment of the residents.

The dispensaries maintained by the health department are for the treatment of minor ailments of a medical and surgical nature, and for emergency work. These dispensaries, or out-patient clinics, are located in each of the American towns, and are at a considerable distance from the colored communities. At Red Tank the required facilities are not available in the town but have been secured by joint use of the dispensary in the American town of Pedro Miguel. Under this arrangement the residents of Red Tank, when ill, must walk approximately a mile and a quarter to secure treatment. Because of this factor, visits to the dispensary are delayed as long as possible, and, as a consequence, many normally mild illnesses are allowed to become serious enough to warrant hospitalization before the patients appear at the dispensary for treatment. With facilities available in the town, the residents would seek treatment earlier, and as most of the cases then could be handled entirely by the clinic, lost time from work or homes, added expense, long dispensary visits, and the number of cases requiring hospitalization would be substantially reduced.

The dispensary at Pedro Miguel provides separate clinics for white and for colored patients. Each has separate waiting, examining, and office space, so arranged as to provide complete segregation of the two classes. The staff consists of 3 physicians, 1 pharmacist, 2 chauffeurs, 2 office helpers, and a janitor. During the calendar years of 1930 through 1939 an average of 9,960 white and 22,900 colored cases received treatment each year. From 1940 through 1943 the number increased to 13,950 white and 28,200 colored, while for the first 6 months of the current year, treatments have been given to 5,803 white and 15,261 colored cases. No immediate decrease in the present volume can be foreseen now, and it is reasonable to assume that future demands will be at least as heavy as they were in the period from 1930 through 1939. The number of patients requiring medical aid, therefore, will continue to be sufficiently large to support a clinic in Red Tank, and in the interests of the health and welfare of the residents of the community, a dispensary should be provided.

To secure the needed facilities it is proposed to construct a one-physician dispensary in the town of Red Tank. It is estimated that the new dispensary will cost \$25,000, including \$2,400 for equipment.

The proposed clinic will provide the residents of Red Tank with readily available medical facilities and thus will serve to improve the health standards of the community. In addition, the space to be vacated in the Pedro Miguel dispensary can be used advantageously for needed rearrangement and improvements to provide better service in the white clinic and in the office of the district dentist.

To secure operating personnel it is proposed to transfer the staff from the silver clinic at Pedro Miguel so that no increase in force is contemplated as a result of the proposed construction.

Red Tank is a permanent town, housing some 2,180 persons. The community was established primarily for the semiskilled and unskilled colored workers employed on the Miraflores and Pedro Miguel Locks, but quarters are also used for the silver employees engaged on municipal, supply, etc., activities in the Pedro Miguel district.

Office building and drying room, Canal Zone Penitentiary, \$33,000.

To secure a replacement for the deteriorated and termite-eaten office and storeroom building, and to obtain a place in which to dry prisoners' laundry.

The building presently used to house the administrative activities and storerooms at the penitentiary was erected in 1923. The footings, basement floor, and exterior basement wall of the building were constructed of concrete, while the main floor, basement posts, interior walls and partitions, beams, etc., were constructed of old lumber reclaimed from former Panama Canal structures at Las Cascadas. The building is now 21 years old and over this life the wood structure has become so deteriorated and termite-infested that constant maintenance is necessary to keep the building in a moderately usable condition.

In addition to the expense and inconvenience caused by these continual repairs, the general condition of the building, together with the wood construction in the storage basement, introduces a dangerous fire hazard which must be eliminated for the safety of personnel, equipment, and records.

The rainfall at the penitentiary averages 89.6 inches a year spread over a rainy season of approximately eight months. With this long period of heavy rainfall it is necessary that provision be made to insure a continued supply of clean clothing, by providing shelters under which prisoners' laundry may be dried. No space is available in existing structures for such use so that it will be necessary to construct a new building for the purpose.

To secure the required housing for the office and storeroom activities and to obtain the needed laundry-drying facilities it is proposed to replace the wornout part of the office building with new and adequate construction and to erect a new structure for drying purposes.

The estimated cost of the proposed work is as follows:

Construction of office and storeroom-----	\$25, 000
Construction of drying building-----	8, 000
Total-----	33, 000

The proposed construction will reduce present excessive maintenance to a reasonable and acceptable level; provide properly arranged and constructed storage space; permit a more efficient performance of administrative activities; eliminate an avoidable and hence unwarranted fire hazard; and insure rapid drying of prisoners' laundry.

The Police and Fire Division is charged with the maintenance of the peace and order required by the laws of the Canal Zone, the protection of life and property, and, in the jails and penitentiary, the responsibility for the proper care and custody of prisoners and convicts. For the proper performance of these duties the division maintains two central police stations and eight substations. Each of these is provided with cells for the detention of prisoners awaiting trial or serving sentences for minor infractions of the law. For the more serious crimes which carry a penitentiary sentence the division operates the Canal Zone penitentiary near the town of Gamboa.

The number of convicts in custody at the penitentiary has shown a steady rise, increasing from 71 on June 30, 1939, to 122 on June 30, 1944. The convicts are employed on road and municipal work; improving and cleaning penitentiary grounds; maintenance of prison buildings; manufacture and repair of prison clothing; and the cultivation of fruits and vegetables at the penitentiary farm. The labor performed during the fiscal year 1944 was valued at \$57,235.50, based

on standard rates of pay for labor. The total value of the products of the prison farm amounted to \$9,914.67. All products were sold for cash or billed to other divisions of the Panama Canal and the funds used to supplement appropriations for various penitentiary and police projects.

Silver dispensary, La Boca, \$25,000.

To relieve the existing badly overcrowded clinics in the Balboa dispensary, and to provide medical facilities within the town of La Boca for the treatment of the residents.

Clinic facilities for the treatment of the minor medical and surgical ailments of the residents of the American community of Balboa and the colored settlement of La Boca are furnished in the dispensary at Balboa. To obtain the necessary segregation between the races, the dispensary maintains two separate and distinct clinics, one for American patients and the other for the silver or colored cases. The number of cases treated in these clinics from calendar year 1939 through 1944 is as follows:

Calendar year	American	Alien colored	Total
1939.....	20,691	32,519	53,210
1940.....	30,040	45,450	75,490
1941.....	26,363	46,652	73,015
1942.....	24,078	52,435	76,513
1943.....	27,859	81,299	109,158
1944 (estimated, based on first 6 months).....	28,686	87,856	116,542

The operation of two clinics in one structure places definite limits on the amount of expansion that can be effected in one to provide additional facilities for its patients without encroaching on the other. As the number of cases to be treated increased, therefore, the available space has become more and more congested. To help relieve this objectionable overcrowding, an addition was constructed in 1940 to provide laboratory space and a new doctor's office and examining room for the American patients. While this construction has improved conditions in the American half of the building, a really satisfactory solution cannot be obtained until the entire structure can be devoted exclusively to American cases.

In the silver clinic no addition or annex was provided, and it has been necessary, therefore, to meet increased volume with existing inadequate facilities. The result has been to badly congest the clinic and seriously handicap the staff in its attempt to provide needed medical care. In addition to the overcrowding in the clinic, the location of the dispensary at a distance of approximately a mile and a half from La Boca creates unwarranted hardships on the colored patients, who must walk that long distance to obtain medical attention. As a consequence, many illnesses are neglected in the early stages, and by the time medical aid is sought the illness has advanced to the point that repeated visits to the clinic or protracted hospitalization is necessary. With facilities readily available within the town, the residents would seek medical attention earlier and the number of visits, the time lost from home and work, and the need for much of the present hospitalization would be decreased greatly.

Proposed solution.—To relieve the congestion at Balboa and to provide the needed facilities at La Boca, it is proposed to construct a one-doctor dispensary in the colored settlement. The estimated cost of the dispensary is \$25,000 including \$2,400 for equipment.

With the proposed dispensary in operation, the space vacated at Balboa will be used to provide needed room for Americans, and unwarranted congestion in the silver clinic will be eliminated.

The dispensaries operated by the health department provide treatment for the minor medical and surgical ailments of the employees and their families, furnish pre- and post-hospital care, provide doctors for care of patients confined to quarters, handle emergency work, and provide ambulance service. These clinics relieve the hospitals of minor work and, by catching many diseases and illnesses in their early stages, prevent serious illnesses, with resultant saving in both hospital facilities and man-hours.

The town of La Boca is a permanent settlement housing some 6,470 residents. Adequate provision for the medical care needed by the residents of a town of this size demands the establishment of facilities within the townsite, and the proposed construction is to meet that demand. The operating staff for the new clinic will

be secured by transferring the staff from the existing clinic in Balboa. Any additional operating costs will be small and can be absorbed in the regular health department operating allotment.

SANITATION, CANAL ZONE

Mr. SNYDER. On page 45 of the subcommittee print, we find the language and estimates for sanitation, quarantine, hospitals, medical aid, support of the insane and lepers, and support of indigent persons legally within the Canal Zone and other incidental expenses pertaining to such services. There appears no new language in this item, but the estimate has been reduced from the amount required for the present fiscal year by \$69,800.

Governor MEHAFFEY. Yes, sir.

Mr. SNYDER. The table on page 90 of the justifications will be inserted in the record at this point.

(The table referred to is as follows:)

SANITATION, CANAL ZONE, PANAMA CANAL

A summary of the estimates of net expenses for 1946, under this appropriation item, by Panama Canal project classification, compared with the allotments made for 1945 and actual expenses for 1944, is stated below:

	Obligations		
	Estimated, 1946	Estimated, 1945	Actual, 1944
Net current expenses, Panama Canal project classification:			
Chief health office.....	\$98,907	\$110,000	\$91,726
Dispensaries.....	78,913	97,000	97,612
Sanitation.....	285,951	308,000	306,329
Quarantine and immigration.....	50,962	58,000	58,095
Hospital operations.....	1,031,267	1,241,000	1,260,238
Venereal-disease-control program.....	178,200		
Elimination of rat harborages.....	60,000	40,000	
Total estimate or appropriation.....	1,784,200	1,854,000	1,814,000

Relation of 1946 estimate to 1945 appropriation—Sanitation, Canal Zone, Panama Canal

1945 appropriation.....	\$1,854,000
Deduct items carried in 1945 not required in 1946:	
Overtime pay, field.....	\$268,000
Elimination of rat harborages, Red Tank, Silver City, and Camp Bied.....	40,000
	308,000
Base for 1946 (current operations).....	1,546,000
Add items requested in 1946 not provided for in 1945:	
Venereal-disease-control program.....	\$178,200
Elimination of rat harborages, Gatun and La Boca....	60,000
	238,200
Total estimate for 1946.....	1,784,200

NUMBER OF INDIGENT INHABITANTS IN CANAL ZONE

Mr. SNYDER. How many indigent persons have you living in the Canal Zone?

Governor MEHAFFEY. There are a couple of hundred at the Corozal Asylum, and periodically others become destitute and are put out there. The number has increased recently.

Mr. SNYDER. Is it greater now than it was in 1933 and 1934?

Governor MEHAFFEY. Yes, sir. The war conditions have increased the number somewhat.

Mr. SNYDER. What nationalities are those people?

Governor MEHAFFEY. They are mostly West Indians or of West Indian descent. The use of the term "legal" is to emphasize that if it were not for the fact that they are in the Canal Zone by virtue of their employment, they would not be there.

Mr. SNYDER. What percentage of them are citizens of the United States?

Governor MEHAFFEY. Practically none.

Mr. SNYDER. The committee will be glad to hear anything you have to say concerning the expenditures under this item.

INCREASES REQUESTED FOR 1946

Governor MEHAFFEY. Increases in the sanitation appropriations are explained below:

The basic requirement for 1946 is the same as the amount appropriated in 1945, although, if for any reason the estimated revenue fails to materialize, a supplemental appropriation may be required in order to maintain necessary sanitation and health requirements on the Canal Zone.

Local conditions require segregation of hospital patients, and the required number of personnel in hospital wards remains more or less constant whether or not these wards are operating to full capacity. Also many nurses are now working in excess of 48 hours per week, and any reduction in the amount of work required of these nurses would tend to reduce present working hours to 48 hours per week rather than to reduce the nursing force. The number of patient-days in all Canal Zone hospitals for the fiscal year 1944 was 611,478 and the estimated number for the fiscal years 1945 and 1946 is 611,000.

The net estimate for personal services for the fiscal years 1945 and 1946 has excluded the salaries of Army Reserve officer personnel formerly covered in the appropriation for sanitation, but who have, after the entry into a state of war by the United States, been inducted into active military status and assigned on detached duty with the Panama Canal and continued in their regular positions. Should conditions develop that would cause the withdrawal of Army officers now on detached duty with the Panama Canal, additional funds will probably be required for their replacement with civilian personnel.

JUSTIFICATION OF INCREASES

SANITATION, CANAL ZONE, PANAMA CANAL

Venereal-disease-control program, \$178,200.

The Division of Venereal Disease Control of the Panama Canal Health Department was established July 1, 1942, for the purpose of establishing a central office and making preliminary studies of the venereal-disease problem and for maintaining and operating venereal-disease treatment and control centers in the Canal Zone and in the terminal cities of the Republic of Panama.

Funds for this purpose were made available by the Institute of Inter-American Affairs and the Federal Works Agency in the amounts and for the periods as follows:

For establishing a central office and making preliminary studies (available to June 30, 1943).....	\$19,050
For operations from Oct. 1, 1942, to Sept. 30, 1943.....	108,100
For operations from Oct. 1, 1943, to Sept. 30, 1944.....	309,584
For operations from Oct. 1, 1944, to June 30, 1945.....	41,561

Of the above funds in amounts of \$19,050 and \$108,100, there were unobligated at the close of the designated periods the amounts of \$4,968.64 and \$2,056.45, respectively, which balances were returned to the Institute of Inter-American Affairs and the Federal Works Agency.

Of the amount of \$309,584 available for expenditure to September 30, 1944, there was an unobligated balance of approximately \$120,000 at the close of this period. This balance was due to the following conditions: The greater portion of doctors' salaries was paid by the Army; the two prophylactic first-aid stations were not in operation until June 1, 1944, at which time one was opened; the clinic in the city of Colon was not in full operation, due to delay in construction of the new clinic building; and the Republic of Panama had assumed a greater portion of the expenses of maintenance and operation of the prophylactic hospital for women than was originally anticipated.

The Federal Works Agency approved the expenditure of this balance of \$120,000 for the continued operation of the program and, with the allotment of additional funds in the amount of \$41,561, a total of \$161,561, provided for the continuation of venereal-disease-control activities for the extended period ending June 30, 1945. Maj. Gen. Philip B. Fleming, Administrator, Federal Works Agency, in his letter to the Governor dated October 13, 1944, stated that it was his understanding that the above amount of \$41,561 would be the last contribution from Lanham funds, and the necessary funds for the continuation of this program should be requested of the Congress by the Panama Canal.

During the 2-year period since the establishment of the program in July 1, 1942, the number of cases of venereal disease diagnosed, treated, and contacts investigated was 8,092. As of June 30, 1944, there were 4,186 cases of venereal disease under treatment in the Canal Zone. During the year ended June 30, 1944, there were 153,802 patient visits in the Canal Zone venereal-disease clinics. These patients received 34,221 laboratory examinations, 4,917 complete physical examinations, and 187,806 specific treatments for venereal disease.

There was a total of 37 American employees in the Division of Venereal Disease Control in the Canal Zone as of June 30, 1944, the classification and distribution being as follows:

Clinic	Doctors	Nurses ¹	Clerks and stenog- raphers	Techni- cians	Total
Central office.....	2		3		5
Branch medical clinic, Gorgas.....	4	6	3	1	14
Mobile unit No. 1.....	1	2	2		5
Branch medical clinic, Colon.....	2	2	2	1	7
Mobile unit No. 2.....	1	1	2		4
Prophylactic station.....		2			2
Total.....	10	13	12	2	37

¹ Includes both clinic and public health nurses and 1 social worker.

² Male nurses.

There are 17 native employees in the Division of Venereal Disease Control in the Canal Zone.

In addition to the above personnel, it is estimated that during the fiscal year 1946 there will be paid to the Republic of Panama the amount of \$44,600 for services of 28 employees engaged in the maintenance and operation of the venereal disease clinic in the city of Colon and the venereal disease clinic and the hospital for women in the city of Panama.

The case-finding procedures being used are routine preemployment blood tests blood testing all patients admitted to hospitals, blood testing and physical examination on all suspected cases in the dispensaries, and contact investigation of all known cases of venereal disease. During the year ended June 30, 1944, 1,806 venereal disease cases were able to give information concerning their contacts which warranted investigation. Of this number 1,430 were located and examined, 1,052 of which were found not infected and 378 were diagnosed as having a venereal disease and placed under treatment.

There is a minimum venereal disease prevalence rate of 2 percent among the white North American population and 15 percent among all other racial groups of Canal Zone residents and employees. The discovery, diagnosis, and treatment of these cases will not only increase the chances of the individual to enjoy health, happiness, and usefulness to the community but will prevent the further spread

of this infectious disease and will result in less absenteeism and more efficient work by employees of all Government departments and agencies on the Isthmus.

The part of the program applicable to the Republic of Panama is so closely interrelated with the venereal disease problem of the Panama Canal, the Panama Railroad Company, the Army, the Navy, and the merchant marine that it may well be considered the more important part. The operation of the clinic in the city of Colon and the clinic and the hospital for women in Panama City has been greatly responsible for the reduction of the venereal disease in the Panama Canal Department of the Army from 80 per thousand per annum in August 1942 to a rate as low as 16 per thousand per annum during one recent month and consistently less than 30 per thousand per annum for the past year. Although the results are less measurable in the civilian population, merchant marine, and the Navy, it is believed that there has been a very similar diminution of venereal disease contracted by United States nationals in the Republic of Panama as a direct result of that part of this program.

Elimination of rat harborages, La Boca and Gatun, \$60,000.

Funds requested under this item are to be used to complete the program inaugurated in fiscal year 1945 for the elimination of rat harborages in the silver quarters. The total cost of the project is estimated at \$100,000 and the work is being performed over a 2-year period. Funds in the amount of \$40,000 were appropriated in fiscal year 1945 for use in the towns of Red Tank, Silver City, and Camp Biedr. The remaining \$60,000 now being requested is needed for the towns of La Boca and Gatun.

A survey of the quarters in the colored community of Silver City was made in the early months of calendar year 1943. This survey disclosed that 93.5 percent of the houses inspected were infested with rats. In view of this condition the survey was extended to include all the colored settlements, and correspondingly high rates of infestation were revealed.

The geographically exposed position of the Isthmus with respect to world shipping makes it possible for infected rats to find their way into Isthmian waters and eventually into Canal Zone settlements, especially during the unsettled war and post-war periods when the usual precautions and controls in foreign ports are relaxed. The possible introduction of a diseased rat into the large rat population constitutes a serious menace to the public health of the Canal Zone. The local climatic conditions, the congestion, and poor housekeeping performed in the silver apartments, and the physical condition and habits of a large part of the colored population are all particularly favorable for epidemic outbreaks.

Most of the rats in the silver houses inhabit the concealed spaces formed by sheathing on both sides of the structural members and in the coiled spaces above the second floor ceiling. The destruction of the harborages is to be accomplished by removing the sheathing from one side of the double joists over wall plates, and by ratproofing with metal sheets all points of ingress to second floor ceilings. In addition, the buildings have been thoroughly checked and ratstops will be installed wherever necessary.

Plague, endemic typhus, and infectious jaundice are diseases transmitted by rats. At present plague and typhus are known to exist in many countries, and in the interests of the public health every precaution must be taken to insure against the introduction of the diseases into the Canal Zone. Trapping or poisoning campaigns must be supplemented by destruction of harborages and breeding places to secure permanent control. The program now under way in the towns of Silver City, Red Tank, and Camp Biedr, together with the work to be accomplished under this item at La Boca and Gatun, will permanently reduce the rat population, and supplemented by a program of better housekeeping, will reduce the menace of rat-borne diseases by controlling the method of transmission.

Funds in the amount of \$60,000, therefore, are requested in these estimates to complete the present program of rat control in the Canal Zone.

CIVIL GOVERNMENT, PANAMA CANAL AND CANAL ZONE

Mr. SNYDER. The estimate for civil government of the Panama Canal, found on page 48 of the subcommittee print covers such items as "Civil affairs and customs," "License bureau," "Division of schools," "Fire section," "Police section," "Magistrate's courts," and "District courts."

The estimate for 1946 is \$1,377,000, which is a reduction of \$99,400 below the costs for these services in the fiscal year 1945.

I note that the appropriation bill of last year carried an amount of \$1,466,000, and it was necessary to supplement this by a further appropriation of \$10,400 carried in the First Supplemental Appropriation Act, 1945, approved December 22, 1944.

The table on pages 98 and 99 of the justifications will be inserted in the record at this point.

(The table referred to is as follows:)

A summary of the estimates for net expenses for 1946 under this appropriation item, by Panama Canal project classification, compared with the allotments for 1945 and actual expenses for 1944, is stated below:

Net current expenses Panama Canal project classification	Obligations		
	Estimated, 1946	Estimated, 1945	Actual, 1944
Civil affairs and customs.....	\$94,390	\$118,070	\$117,456
License Bureau.....	20,816	23,854	22,797
Division of Schools.....	575,846	586,064	584,305
Fire Section.....	152,032	162,595	162,592
Police Section.....	502,668	543,840	547,606
Magistrates' courts.....	24,528	24,857	22,246
District court.....	6,720	6,720	8,943
Grand total obligations.....	1,377,000	1,466,000	1,465,945
Prior year balance available in 1944.....			-237,845
Total estimate or appropriation.....	1,377,000	1,466,000	1,228,100

Relation of 1946 estimate to 1945 appropriation "Civil government, Panama Canal and Canal Zone"

1945 appropriation.....	\$1,466,000
Deduct: Overtime pay, field, carried in 1945 not required in 1946..	131,380
Base for 1946 (current operations).....	1,334,620
Add: Items requested in 1946 not provided for in 1945:	
Division of schools:	
Increase to offset loss of revenue.....	\$25,000
Operation of an additional school for children of native employees.....	12,300
Total.....	37,300
Less: To "round-off" civil government appropriation.....	963
Total, division of schools.....	36,337
Fire section: Increase in personal services.....	4,452
Magistrates' courts: Increase to offset loss of revenue.....	1,591
Net total increases.....	42,380
Total estimate for 1946.....	1,377,000

ITEMS OF INCREASE

Mr. SNYDER. Will you please justify these expenditures, Governor Mehafeff?

Governor MEHAFFEY. Yes, sir.

(The information requested is as follows:)

JUSTIFICATION OF INCREASES

CIVIL GOVERNMENT, PANAMA CANAL AND CANAL ZONE

Division of Schools, \$37,300.

Increases to offset loss of income from construction projects, \$25,000.—The inauguration of the third locks and special protective works construction programs required the establishment of new towns at Diablo Heights, Cocoli, and Margarita, in each of which an elementary school was constructed to provide school accommodations for the children of employees residing in these towns. The school buildings were constructed with third-locks funds and during progress of third-locks work all costs of maintenance and operation of these schools were paid out of third-locks funds. During fiscal year 1943 the actual costs of operating these schools totaled \$44,643, of which \$17,538 was spent at Diablo Heights, \$11,510 at Cocoli, and \$15,595 at Margarita. Following the modification of the third-locks construction program the amount of third-locks funds allotted for the operation of schools in the third-locks towns was reduced from actual costs in 1943 to a maximum of \$25,000 in 1944 which amount, together with savings from reduced costs in other schools, caused by reduced enrollments, was sufficient to cover operations for 1944. The continued operation of these new schools is necessary because of the occupancy of Diablo Heights, Cocoli, and Margarita by employees engaged in other work, as the number of employees on construction work declines. As school enrollments are governed by the number of family quarters available, rather than the size of the force, it is estimated that the number of pupils in 1946 will be approximately the same as during 1945.

Although up to the close of fiscal year 1943 all of the increased costs in connection with the operation of additional school plants have been borne by construction projects and partially so during fiscal year 1944, this procedure cannot be continued, because of the termination and curtailment of the construction programs.

Increase for operation of an additional school for children of native employees, \$12,300.—Effective June 1, 1944, the Army turned the Canal Zone town site of Paraiso over to the Panama Canal as the military need for the occupation of this town site no longer existed. Funds have been provided for the conversion of this town site into a town for Canal employees on the silver roll and their families and for the construction of a new elementary school building of seven class rooms, one office, one storeroom, and toilet facilities, to accommodate the kindergarten and grades 1 to 6. An addition of three rooms is being made to the present school at the silver-town site of Paraiso to provide for grades 7, 8, and 9 of the junior high school.

These additional school facilities, which will provide for some 250 to 300 children in the community, are expected to be in operation for about 6 months of the fiscal year 1945, funds for the operation of which will be covered by a 1945 supplemental appropriation request, and this request is to provide funds for the fiscal year 1946.

Fire section, \$4,452.—Public Law 297, recently enacted and effective June 1, 1944, equalized rates of pay of captains, lieutenants, and sergeants in the Fire Department in the District of Columbia with those of police officers of similar rank in the District Metropolitan Police force.

Rates of pay of police and fire personnel of the Panama Canal are based on the rates paid to similar personnel in the District of Columbia and it is now necessary to provide funds for the payment of these increases to officers of the Panama Canal Fire Department.

Magistrates' courts, \$1,591.—During the past 6 years the increase in the number of cases brought into the magistrates' courts necessitated an increase in force of two clerks and adjustment of compensation commensurate with the activities and responsibilities involved. The increases in cost in the fiscal years 1943, 1944, and 1945 have been offset by charging certain proportions to the third-locks project and to the divisions performing the construction of special protective projects. However, on account of the modification of the third-locks construction and the scheduled completion of the special protective works, it will not be feasible to continue these charges in 1946 and funds in the amount of \$1,591 should be provided by appropriation.

It is estimated that the volume of cases in the magistrates' courts will continue on the present level on account of the increased number of civilian employees of the Panama Canal, Panama Railroad, Army and Navy, and military personnel stationed in the Canal Zone or in the nearby towns of the Republic of Panama for an indefinite period in the future.

DIVISION OF SCHOOLS

Mr. SNYDER. Under the "Division of Schools" the estimate calls for \$575,846. What are those funds to be used for?

Governor MEHAFFEY. That includes the total cost of operation of the schools, sir. It does not include any capital cost. It covers the maintenance of buildings, the payment of personnel, and the purchase of supplies.

Mr. SNYDER. Do you intend any new-school construction under any of the estimates?

Governor MEHAFFEY. No, not under this estimate.

Mr. SNYDER. There is no new construction provided for?

Governor MEHAFFEY. Not in this estimate. Two new items for school construction are included in the estimates for improvements and betterments, under the appropriation for operation and maintenance.

SCHOOL*TEACHERS' SALARIES

Mr. SNYDER. Have you increased the teachers' salaries down there?

Governor MEHAFFEY. No, sir; there has been no recent increase in the basic salaries.

Mr. SNYDER. They are the same as they were 5 or 6 years ago?

Governor MEHAFFEY. Of course, there is an increase due to the provisions of the war overtime law. I believe there was an increase several years ago to conform to the salaries of District of Columbia teachers. Under the general law we are authorized to pay not to exceed 25 percent in excess of the rates for comparable work in the United States. So they get 25 percent in most of the grades, particularly in the lower grades.

We have not tried to take the District of Columbia rates as a base for the higher positions, such as principals and assistant superintendents, but in the lower grades they do get 25 percent more.

Mr. SNYDER. Teachers in the high schools should get that. Anybody who is fitted to teach in the high schools down there should get as much as they do in Washington, D. C., and 25 percent more.

Governor MEHAFFEY. We will check on that to see whether that has been applied generally.

Mr. SNYDER. I hope it has.

NEW SCHOOL CONSTRUCTION

Mr. SNYDER. Are you going to build any new buildings?

Governor MEHAFFEY. Any new school buildings?

Mr. SNYDER. Yes.

Governor MEHAFFEY. We propose some new buildings, for the children of silver employees.

SITUATION AS TO SCHOOL POPULATION

Mr. SNYDER. Do you have more children in school this year than you had 5 or 10 years ago?

Governor MEHAFFEY. The school population is pretty much what it was 5 or 10 years ago. It had increased somewhat, but immediately after Pearl Harbor the families of Army and Navy personnel were evacuated, and that reduced the number of children in the schools,

bringing it back, I think, to about what it was approximately 5 years ago.

SUBJECTS TAUGHT IN HIGH SCHOOLS IN CANAL ZONE

Mr. SNYDER. Do you teach practically the same subjects down there in the high schools as they do, for instance, in Washington? Do you have manual training, home-cooking courses, with vocational education, and all that sort of thing? Do you have those subjects in the high schools down there?

Governor MEHAFFEY. Not vocational education, to the extent that perhaps you are thinking about.

Mr. SNYDER. Of course, you would not have all the machinery that we have here.

Governor MEHAFFEY. We have industrial arts courses, and for the girls home-making courses.

Mr. SNYDER. I would think that that was very essential down there, because what you teach these youngsters in the next 10, 15, or 20 years will be a big factor in their conduct and the outlook in the future, because they will be the ones who will be governing in that part of the world in the years to come. That is true, is it not?

Governor MEHAFFEY. Yes.

Mr. SNYDER. Even in the island Possessions, in Alaska and Hawaii, we have not been paying enough attention to the schools.

We should have strong, competent teachers in places like our island Possessions, in Puerto Rico, in the Canal Zone, in Hawaii, and in Alaska, as well as in the United States. If we have one group of teachers stronger than any others, they should be in those places.

Governor MEHAFFEY. We have a very good school system. Whenever any man who stands high in the educational field visits the Isthmus, we take advantage of his being there to have him check over the school system. We are really quite proud of it.

OPERATION OF ADDITIONAL SCHOOLS FOR CHILDREN OF NATIVE EMPLOYEES

Mr. SNYDER. What are the facts underlying the needs for the \$12,300 for the operation of additional schools for children of native employees?

Governor MEHAFFEY. Approximately a year ago the Army offered to turn over to us Camp Paraiso, which they no longer needed, and we took advantage of that offer, since we were greatly in need of additional quarters for our silver employees, and the existing buildings could be altered so as to be quite satisfactory for that purpose.

We secured permission from the Bureau of the Budget and from the chairmen of the subcommittees of the Senate and House Committees on Appropriations to use approximately \$500,000 of appropriated funds for special projects that could be spared from those projects for the conversion of the old Camp Paraiso into a complete town for silver employees.

Among other things to be done is the construction of a school building for that town. The construction cost was covered by the funds that we obtained permission to use, and we are now asking for the amount you mentioned for the maintenance and operation of the school.

Mr. SNYDER. You would consider that an investment in citizenship building, in community building, and a project very much worth while?

Governor MEHAFFEY. Very much so, yes, sir.

BUSINESS ENTERPRISES ON ISTHMUS OPERATED WITHOUT A DEFICIT

Mr. SNYDER. Many of the enterprises on the Isthmus are handled as business enterprises. Can you tell us whether those enterprises operate at a profit or a loss?

Governor MEHAFFEY. They are all conducted at least without a deficit. As a whole, they make a profit, which is turned into the Treasury as Miscellaneous Receipts, in an amount equal to at least 3 percent interest on the invested capital in the business organizations.

Mr. SNYDER. As you say, the profits from business enterprises, if any, are deposited in the Treasury of the United State. Can you give us the amounts of such deposits for the past year, that is, the amounts which have been turned over to the Treasury from this type of business?

Governor MEHAFFEY. It amounted to \$1,553,294.06.

(Discussion off the record.)

POST-WAR PLANNING

Mr. SNYDER. The second paragraph on page 10 of the justifications indicate an intention to spend a sizable sum of money for post-war planning. What are some of the items and details of the proposals for post-war expenditures?

Governor MEHAFFEY. I have included that information in the justifications.

Mr. SNYDER. You might tell us, in an offhand way, something of the plans, Governor.

Governor MEHAFFEY. Since the entry of the United States into the war, and for several years before that, all of the energies of the Canal organization have been devoted to what might be termed strictly war construction, and it has accordingly been necessary for us to postpone a great number of improvements that are badly needed. We feel that after the war there may be an opportunity for us to undertake some of these projects.

The manpower that we have now has been used almost exclusively on other projects, either of our own or those approved by the Army and the Navy. The mechanical division, one of our business divisions, used to do a total annual business of about \$3,000,000. It is now doing an annual business of around \$20,000,000, and is employing a great many more men, perhaps four times as many, as it formerly employed and probably many more than it will need when we get back to normal operations after the war.

Other construction organizations, the building division and the municipal division, have been engaged on important war work of one kind or another, but their operations have been cut to a considerable extent at the present time, and are probably about at the level at which they will remain after the war. But what we will need after the war will not require a largely increased force. There will be a diversion of our efforts from projects which have to do primarily with

the war to projects which are the usual kind, having for their purpose the gradual improvement of conditions in the Canal Zone.

CIVILIANS IN CANAL ZONE

Mr. MAHON. About how many civilians are there in the Canal Zone?

Governor MEHAFFEY. We have nearly 7,000 American employees at the present time working for the Panama Canal and the Panama Railroad Company; and we have also approximately 23,000 of the so-called silver employees.

Mr. MAHON. Is there an excess of population in addition to those working in the Canal Zone?

Governor MEHAFFEY. We do not house more than about 40 percent of the silver employees. The remainder of them are living in the cities of Panama and Colon, which are immediately adjacent to the Canal Zone. The total resident civilian population of the Canal Zone is roughly 50,000.

Mr. MAHON. How does that compare with 1939, or along during the period before the war began?

Governor MEHAFFEY. It is somewhat greater, but the increase has not been in proportion to the increased employment, because we did not have housing to take care of the additional employees. A number of barracks were constructed for employees who came in without their families. We were forced to go into adjoining countries and recruit contract laborers; they came principally from Salvador and Colombia, although some were obtained from Jamaica. We brought in during the emergency period a total of about 20,000 people under contract. The greater part of those have now been repatriated.

In addition, a considerable number of laborers were attracted from the interior of Panama and from other Caribbean areas by the prospect of obtaining work, but most of these people provided their own housing in the cities of Panama and Colon.

CONSTRUCTION OF ADDITIONAL FACILITIES, PANAMA CANAL

Mr. MAHON. The language on page 50 of the subcommittee print appears as new language and was not carried in fiscal years 1944 or 1945. It did appear, however, in earlier appropriation acts—1941, 1942, and 1943—when additional funds were being requested.

Governor MEHAFFEY. Yes.

Mr. MAHON. The estimate is for \$900,600, which is a different amount than that shown on page 109 of the justifications.

Governor MEHAFFEY. Yes, the figure of \$900,600 on page 50 of the committee print is the amount of new funds required for 1946. A balance of \$315,399 from prior year appropriations is being brought forward, making up the total of \$1,265,999 shown on page 109 of the justifications.

Mr. MAHON. The table will be inserted in the record at this point.

Construction, additional facilities, detail of estimated expenditures

	1945	1946
Gatun locks:		
Relocation of utilities	\$90,000	
Excavation, bypass channels	497,902	\$141,807
Total, Gatun locks	587,902	141,807
Pedro Miguel locks: Excavation, bypass channels		162,829
Miraflores locks:		
Design	75,000	
Excavation, bypass channels	2,015,347	775,364
Sale of plant	(43,000)	
Total, Miraflores locks	2,047,347	775,364
General and miscellaneous:		
Emergency power plants	193,500	
Furnishing cement	113,878	
Depreciation of equipment	(266,321)	(115,000)
Sale of office furniture	(5,000)	
Operations pending remodification	510,560	300,999
Total, general and miscellaneous	546,617	185,999
Grand total	3,181,866	1,265,999

EXPANSION OF FACILITIES

Mr. MAHON. Does this have to do with the expansion of war facilities of the Canal?

Governor MEHAFFEY. Yes; this has to do with the so-called third-locks project which was in full swing until May 1942 when the Secretary of War directed the modification of the project. When that direction was given there was a considerable amount of appropriated funds still available, and those funds were used to carry on the operations without asking for further appropriation until the present fiscal year.

Last year the appropriation act revoked the appropriation of some \$30,000,000, which was the amount remaining after the estimated expenditures for the present fiscal year were provided for; so that we do not have sufficient funds to carry on the very greatly reduced operations that will be required until either the project is revived or is definitely abandoned.

Mr. MAHON. This was a security project, mainly, on the part of the Government?

Governor MEHAFFEY. I believe that the decision to undertake the third-locks project was dictated largely by security reasons. At that time, the estimate of the need for another set of locks to take care of commercial traffic indicated that it would not be needed for some years to come. However, for security reasons largely, it was decided by Congress in 1939 that the construction should be undertaken immediately.

Mr. MAHON. And then it was abandoned temporarily on account of changes in the war situation?

Governor MEHAFFEY. Yes.

CHANGES IN LANGUAGE

Mr. MAHON. Beginning with page 55 of the subcommittee print, are general provisions carried in appropriation acts for the Panama Canal, with a few changes from former years which, I presume, are

to meet present needs. Will you please clarify for the record certain changes and make such explanations as may be necessary?

Governor MEHAFFEY. Yes.

The proposed change in that part of the appropriation language relative to alien replacements in certain positions and the 40-hour-week provision is based on the fact that there has not been included in the 1946 estimates, as presented, any provision for additional funds required to comply with this section and the fact that the President has suspended compliance during the current fiscal year (1945).

In the event that the 40-hour-week and alien replacement features are incorporated in the 1946 appropriation language, there will be required an increase in funds to provide for the salaries of the necessary replacement employees and the quarters for the subsequent increase in American employees. This increase will be covered by supplemental appropriation request if required.

To comply with the condition relative to equal opportunity for Panamanian citizens in the treaty with Panama, it is proposed to change the appropriation language (sec. 2) to read as follows:

Notwithstanding the provisions in the Act approved August 11, 1939 (53 Stat. 1409), limiting employment in certain positions to citizens of the United States, citizens of Panama may be employed in such positions.

Section 6 has been omitted in its entirety due to automatic expiration as of June 30, 1945.

Mr. MAHON. Governor, that concludes the questions which the chairman wishes me to ask of you. I have before me a document entitled "General Information Relative to Appropriations Required for the Fiscal Year 1946", which you have prepared for the use of the committee. It is a document of some 110 pages. We appreciate having the information which you have supplied therein, most of which of course will be in the record.

Governor MEHAFFEY. Yes.

Mr. MAHON. It is impossible for us here on this committee to know precisely just what money you need in every case down in the Panama Canal and what you might do to reduce expenditures and reduce the use of manpower during these times. I would like to ask you if you know of any changes in the appropriation or in the language of the bill that would be helpful at this time to you in your work, or to the taxpayers in conserving funds.

Governor MEHAFFEY. I believe not.

HEALTH CONDITIONS IN THE CANAL AREA

Mr. MAHON. Will you tell us something about the health conditions in the Canal area, Governor, and make a comparison as to the situation now with last year?

Governor MEHAFFEY. The health conditions have been excellent. There have been no epidemics of any importance whatsoever in the Canal Zone. The amount of hospitalization is still high but not materially higher than it has been in the past, and I think it is safe to say that the health conditions generally are quite satisfactory. We still have, of course, a considerable amount of malaria, most of which affects the military personnel, whose work requires their spending long periods of time in what we term the insanitary areas, that is, the outlying areas where mosquito-control measures have not been put into effect.

We have an estimate for sanitation—it may be that you had intended to ask more questions about that.

Mr. MAHON. Yes.

SANITATION MEASURES

Governor MEHAFFEY. There is a new item of \$178,000 for venereal control.

Mr. MAHON. I notice you have just opened a venereal clinic there.

Governor MEHAFFEY. Yes; it has been opened for some time, but the whole venereal control program has been financed and will be financed until the end of the present fiscal year by funds which have been provided by the Federal Works Administration from the so-called Lanham Act appropriation.

When the allotment was made by the Federal Works Administration to carry this program to the end of fiscal year 1945, we were informed by General Fleming that it was expected that no further requests would be made for funds for this purpose from the F. W. A.

Mr. MAHON. So you are now making a request to appropriate funds?

Governor MEHAFFEY. We are now requesting an appropriation of funds for the continuation of the program which has been under way for some time.

Mr. MAHON. General, in your statement here there is an explanation of the requests that have been presented. Will you put a sufficient amount in the record to adequately explain what they are?

Governor MEHAFFEY. Yes; they are shown under the justification for the appropriation "Sanitation, Canal Zone, Panama Canal."

Mr. MAHON. Some time ago we gave you a number of thousands of dollars for rat control, extermination.

Governor MEHAFFEY. Yes.

Mr. MAHON. Has the program progressed satisfactorily?

Governor MEHAFFEY. We have not done very much with it since the money was made available during the present fiscal year.

Mr. MAHON. It was \$40,000 or \$50,000?

Governor MEHAFFEY. It was \$40,000.

Mr. MAHON. You have not spent the money?

Governor MEHAFFEY. We are going to spend it during this fiscal year, but we have not done a great deal of the work as yet. We have a program and will complete the work covered by the funds made available last year, before the end of the present fiscal year. And we have included in the estimates for 1946 an additional sum of \$60,000 which will complete the program of ratproofing in all the silver towns, which are the ones where ratproofing is very seriously needed.

TIVOLI HOTEL OPERATION

Mr. MAHON. Usually in the hearings we have some discussion of this hotel operated by the railroad. What has been the income from these sources?

Governor MEHAFFEY. I would like to say with respect to the Hotel Tivoli, that an exception was taken by the General Accounting Office to the fact that although substantial profits were being made by the Panama Railroad Company through the operation of the Hotel Tivoli, the rental being paid by the Panama Railroad Company to the United

States for the use of the hotel was still a dollar a month. As has been pointed out to the committee previously, I believe, the Tivoli was turned over to the Panama Railroad Company for operation in 1929 at a rental of \$30,000 a year. The rental was paid at this rate for a period of 4 years, which more than extinguished the undepreciated value of the hotel on the books of the Panama Canal.

At the end of 4 years, because of the very large deficit that was being incurred by the Panama Railroad Company in the operation of the hotel, the rent was adjusted to the nominal figure of \$1 a month.

The annual deficit continued until about 1939, when the hotel started to make a profit due to the greatly increased activities in the Canal Zone, but it was not until the early part of the last fiscal year that the total profits overcame the accumulated deficit which had resulted from the operations from 1929 to 1939.

The matter was then given careful study, and a new agreement was made effective the 1st of June of 1944, since which time the Panama Railroad Company has been paying \$3,000 a month as rental to the Panama Canal for the use of the Tivoli Hotel.

The total profits of the Tivoli Hotel during the past fiscal year were approximately \$100,000.

Mr. MAHON. You regard this as a satisfactory arrangement?

Governor MEHAFFEY. I think it is a satisfactory arrangement from the point of view of the Panama Canal and also from the point of view of the Panama Railroad.

BUDGET REQUEST FOR POST-WAR PLANNING

Mr. SNYDER. Will you tell us about the post-war planning, and what you asked the Budget for?

Governor MEHAFFEY. The estimate which was submitted to the Bureau of the Budget for post-war planning amounted to \$222,000.

Mr. SNYDER. And how much did they allow you?

Governor MEHAFFEY. \$174,000.

SEWAGE AND SEWAGE DISPOSAL

Our request included an item for the study of sewage disposal on the Pacific side of the Isthmus. However, I pointed out to the Bureau of the Budget that we had received an appropriation for the fiscal year 1943 of \$100,000 for the preparation of plans for the treatment of sewage on the Atlantic side. Because of the war we felt we should not go ahead with plans for the treatment of sewage on the Atlantic side. Since then it appears that the problem on the Pacific side, which involves not only the Panama Canal but the city of Panama and certain Army installations, is of considerable importance and more urgent than the program for the Atlantic side for which we received the funds. I suggested to the Budget that if we could be authorized to switch to the Pacific side studies \$100,000 which had been provided for the Atlantic side, the item in the post-war planning program for study of the sewage disposal problem could be eliminated.

Mr. SNYDER. Did they switch it?

Governor MEHAFFEY. They eliminated that item from the estimate, and we understood that as far as the Bureau of the Budget was concerned, subject to the approval of the committees, there was no objection to our using that money for this purpose.

Mr. SNYDER. Go ahead and use it and make notes that permission was given here today to do that.

LIMITATION TO PURCHASE AUTOMOBILES

Mr. SNYDER. In line 9, page 35 of the subcommittee print, the words "not to exceed sixteen" should be in italics, as those words are new in this bill; is not that true?

Mr. BURDICK. Yes, sir.

Mr. SNYDER. This limitation has not been carried in the past and the members would be glad to have your views concerning it. In your opinion, is such a limitation necessary and desirable?

Governor MEHAFFEY. That was inserted at the request of the Bureau of the Budget, Mr. Chairman, and was in accordance with the estimate we had submitted.

Mr. SNYDER. What were the reasons?

Why is it necessary, and why is it desirable, to have that change in language?

Governor MEHAFFEY. That is what they asked for; they did not give us any specific reason. I think perhaps they are putting that language in the other appropriation estimates.

(Discussion off the record.)

NUMBER OF AUTOMOBILES PURCHASED IN 1944

Mr. SNYDER. How many automobiles did you buy last year? Was the limitation beyond the number we have here?

Mr. BURDICK. No; 16 is the number that we expect to purchase in 1946.

Governor MEHAFFEY. That is all we expect to buy, if they are available.

COST OF HANDLING PENALTY MAIL

Mr. SNYDER. At the bottom of page 37 of the subcommittee print, and continuing on page 38, we find new language pertaining to the estimated cost of handling penalty mail. The necessity for this language is caused by the enactment of Public Law No. 364, Seventy-eighth Congress, and I presume a statutory requirement is controlling in large part of this expenditure. Have you any comments you desire to make concerning this new language?

Governor MEHAFFEY. No, sir; that is satisfactory to us.

POST-WAR DEVELOPMENT

Mr. SNYDER. It is evident, I believe, Governor, that we will have to prepare for larger activities in the Panama Canal Zone, not only the locks but as a whole, after the war, because there is going to be greater movement south due to our relations with South America and due to the fact that we will have greater activities of all types carried on in the South Pacific and the Southwest Pacific, and therefore it seems to me we ought to prepare and plan to do some real constructive work down there as soon as we can get the manpower. Do you agree with that?

Governor MEHAFFEY. That is right; yes. The Panama Canal has been operating quite satisfactorily for 30 years with only minor improvements, but in any opinion the time is rapidly approaching when major improvements will be required to keep the Canal abreast of demands that will be made upon it. There are a number of projects which I believe should be given careful consideration in the not too distant future, such as the widening of Gaillard cut, which as you know now has a controlling width of only 300 feet. At the present time it is the bottleneck in the operation of the Canal and represents considerable dangers to the larger ships.

We should, I believe, further expand the domestic-water system in the Canal Zone. It will be necessary to spend considerable sums on the disposal of sewage. Many of the existing installations, such as electrical equipment of the locks, which is now over 30 years old, should be modernized.

Mr. SNYDER. That must be done in the very near future, I should think, because equipment 30 years old is subject to deterioration from the natural elements.

Governor MEHAFFEY. Another project which may come up is the construction of a tunnel under the Canal and Balboa. That was covered in an agreement between the United States and the Republic of Panama, entered into in 1942 by an exchange of notes.

These are some of the projects of considerable magnitude to which study should be given in the relatively near future.

Mr. SNYDER. In other words, in the next 20 years after the war the Panama Canal Zone will be one of the cloverleaf crossroads between the United States and South America.

Governor MEHAFFEY. Yes, sir.

Mr. SNYDER. Southern Florida will be the first crossroad or take-off of all types of aircraft and the Panama Canal Zone will be the other cloverleaf crossroad for South America, and of course we have no proof of what the volume of transportation activities will be, but we should build on the assumption that it is going to be many times what it was in 1939, for instance, or 1940.

Governor MEHAFFEY. Yes, sir.

Mr. SNYDER. I visualize it will be 6, 8, 10, or maybe 20 times as big as it was in 1939.

Is there anything else you would like to add?

Governor MEHAFFEY. I do not think of anything else.

Mr. SNYDER. You have made a very splendid presentation of the needs down there. I believe it is to the interest of the United States and its possessions to go ahead with projects of the type you have mentioned in the Panama Canal, whether they be schools or whether they be locks or whether they be sewage or water facilities, or what not; that would be good economic, national building procedure to go ahead with them as we have in the past. Thank you very much, Governor.

Governor MEHAFFEY. Thank you very much, Mr. Chairman.

TUESDAY, JANUARY 23, 1945.

UNITED STATES SOLDIERS' HOME

STATEMENTS OF COL. D. C. CORDINER (RETIRED), ACTING GOVERNOR ACCOMPANIED BY COL. C. R. BENNETT (RETIRED), SECRETARY-TREASURER; MISS MARY R. POWDERLY, CHIEF CLERK; AND MR. R. K. GHEEN, ASSISTANT

Mr. SNYDER. Members of the committee, we will take up at this time the estimates for the United States Soldiers' Home, Washington, D. C.

I have a feeling of loss and sorrow, and I am sure this feeling is shared by other members of the subcommittee, for since our consideration of this estimate last year the eminent Governor of the Home, Maj. Gen. Frederick W. Coleman, has been called to his last and greatest reward. We miss him and shall miss his counsel and personal friendship. Representative government will always be indebted to men of his caliber for forthright and fair administration of matters placed in their hands.

REPORT OF BOARD OF COMMISSIONERS ON OPERATION OF HOME

Before we take up the estimates, now in the able hands of Col. D. C. Cordiner, Acting Governor, there will be placed in the record at this point the pertinent parts of the annual report of the United States Soldiers' Home for 1944. It contains in clear and understandable language, a word picture of the functions, activities, duties, and accomplishments of the Home for the past year.

(The report referred to is as follows:)

SEPTEMBER 12, 1944.

Subject: Annual Report of the Board of Commissioners, United States Soldiers' Home.

To: The Secretary of War.

The following report of the Board of Commissioners, United States Soldiers' Home, for the fiscal year ending June 30, 1944, is submitted in compliance with section 1, of the act of Congress approved March 3, 1883, which requires the Board to submit annually to the Secretary of War for transmittal to Congress, a full statement of the financial and other affairs of the Home.

BOARD OF COMMISSIONERS

The government and control of the United States Soldiers' Home is vested in a Board of Commissioners consisting of: The Governor, the Quartermaster General, Chief of Finance, Chief of Engineers, the Judge Advocate General, The Adjutant General, the Surgeon General.

The Board of Commissioners of June 30, 1944, consisted of the following named officers: Maj. Gen. Frederick W. Coleman, United States Army, retired, Governor of the Home, President of the Board; Maj. Gen. Edmund B. Gregory, United States Army, the Quartermaster General; Maj. Gen. Howard K. Loughry, United States Army, Chief of Finance; Maj. Gen. Eugene Reybold, United States Army, Chief of Engineers; Maj. Gen. Myron C. Cramer, United States Army, the Judge Advocate General; Maj. Gen. James A. Ulio, United States Army, The Adjutant General; Maj. Gen. Norman T. Kirk, United States Army, the Surgeon General. Secretary to the Board: Col. Clark Lynn, United States Army, retired.

There were no changes in the membership of the Board during the year.

Monthly meetings of the Board have been held and monthly inspections of the Home have been made by committees of the Board as required by law.

ADMINISTRATION

Officers.—The officers of the Home designated by law are a governor, a deputy governor, and a secretary-treasurer, selected by the President of the United States. Other necessary officers are employed by the Board of Commissioners. The officers of the Home on June 30, 1944 were as follows: Maj. Gen. Frederick W. Coleman, United States Army, retired, governor; Col. Matt C. Bristol, United States Army, retired, deputy governor; Col. Claire R. Bennett, United States Army, retired, secretary-treasurer; Brig. Gen. A. Owen Seaman, United States Army, retired, quartermaster and purchasing officer; Col. John Wallace, Medical Department, United States Army, Chief Surgeon.

The following changes in the officers of the Home occurred during the year: Capt. James M. Courtney, Dental Corps, United States Army, relieved from duty at Home hospital, July 1, 1943.

Members of the Home.—The following statement shows the number of members present on June 30, 1944, and the admissions and discharges during the year:

On rolls, June 30, 1943	1, 218
Admitted during the year	167
Readmitted during the year	483

Total to be accounted for	1, 868
Discharged, died and dropped	675

On rolls June 30, 1944	1, 193
------------------------	--------

The members on the roll are accounted for as follows:

Present at the home	1, 107
Absent with leave	39
Absent without leave	3
At Fitzsimons General Hospital	7
At St. Elizabeths Hospital	25
At Walter Reed General Hospital	1
On outdoor relief	11

Total	1, 193
-------	--------

The daily average present during the year was 1,141.54, a decrease of 32.81 as compared with last year.

There were 111 deaths, 95 of which occurred in the home hospital, 2 at Walter Reed General Hospital, 2 at St. Elizabeths Hospital, 3 while absent with leave, and 9 in barracks, on grounds or vicinity.

The wars in which members participated, the number participating in each war, and their average age on June 30, 1944, are shown by the following table:

Wars in which members served	Number serving	Average age
Civil War	1	97.00
Indian wars	27	81.00
Spanish-American War	348	68.77
Philippine Insurrection	135	67.04
World War I	356	55.70
World War II	64	54.75
Members with no war service	262	53.90

The oldest member is 97 years of age; the youngest member is 32 years of age.

The average age of all members of the Home is 63.55 years.

Nine hundred and seventy, more than 81 percent of the total membership of the Home, were born in the United States.

The conduct of the members of the Home has been excellent.

FUNDS

Section 8 of the act of March 3, 1883, requires that all funds of the Home not needed for current use shall be deposited in the Treasury of the United States to the credit of the Home, as a permanent fund, and shall draw interest at the rate

112 WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION, 1946

of 3 percent per annum. From this fund appropriations are made by the Congress for the support of the Home. No part of the permanent fund so appropriated may be withdrawn from the Treasury except upon resolution of the Board of Commissioners of the Home stating the necessity therefor, approved by the Secretary of War.

The following statement shows the credits to and the withdrawals from the Soldiers' Home permanent fund (trust fund), during the fiscal year 1944:

Balance in the U. S. Treasury, June 30, 1943-----	9, 654, 574. 41
Credits:	
Estates of deceased soldiers-----	42, 716. 08
Interest credited to June 30, 1944-----	386, 579. 12
Court-martial fines-----	2, 424, 821. 69
Dishonorable discharges-----	254, 961. 93
Forfeitures by desertion-----	2, 280. 42
Effects of deserters-----	508. 85
Effects of escaped military prisoners-----	761. 00
Withheld pay of warrant officers and enlisted men (act of Feb. 13, 1936)-----	546, 076. 53
Effects of persons dying while subject to military law (act of Feb. 21, 1931)-----	52, 208. 93
Escheatments-----	55. 00
Bequests-----	19, 868. 67
Collections from retired soldiers-----	15. 75
Miscellaneous sales-----	19, 310. 18
Redeposit of unobligated balance, fiscal year 1943 funds-----	17, 300. 00
Refund for overcharge made on purchases from Procurement Division-----	399. 87
Proceeds of canceled check-----	1. 25
Total to be accounted for-----	13, 422, 439. 68
Withdrawals-----	1, 168, 863. 94

Balance in the U. S. Treasury, June 30, 1944----- 12, 253, 575. 74

Funds withdrawn from the permanent fund upon resolution of the Board of Commissioners are deposited in the Treasury to the credit of a checking account maintained by the treasurer of the Home from which appropriate disbursements are made for operation of the Home.

Certain supplies are received through the Procurement Division of the Treasury Department for which payment is made by transfer and counter warrant.

The following is a statement of the receipts and disbursements by the secretary-treasurer during the fiscal year ending June 30, 1944:

RECEIPTS		DISBURSEMENTS	
Balance on hand, June 30, 1943-----	\$64, 701. 24	Disbursements (p. 2 of treasurer's report)---	\$1, 330, 565. 06
Receipts (p. 2 of treasurer's report)-----	1, 319, 012. 49	Balance on hand, June 30, 1944-----	53, 148. 67
Total-----	1, 383, 713. 73	Total-----	1, 383, 713. 73

PENSIONS

With funds received from the Veterans Administration, pensions are paid to the members of the Home by the secretary-treasurer under the supervision of the Governor. The total receipts of pension funds by the secretary treasurer during the year was \$231,398.60. Retired pay and compensation are paid direct to members by the Finance Department, United States Army, and the Veterans Administration, respectively.

HOSPITAL

The total number treated in the hospital during the year ending June 30, 1944, was 1,320, a decrease of 43 compared with the number for the preceding year. The principal diseases causing admission to the hospital were those of the circulatory system, respiratory system, and the bones and organs of motion.

The sanitary conditions of the Home and the health of its members have been quite satisfactory throughout the year. The medical service has been excellently maintained in all departments of the hospital.

Members requiring treatment for tuberculosis are sent to Fitzsimons General Hospital, Denver, Colo., as beneficiaries of the Home. There were 7 such patients on June 30, 1944. The average during the year was 7.19, an increase of 2.58 as compared with last year.

Also, as beneficiaries of the Home, its insane members are treated in St. Elizabeths Hospital. There were 25 patients under treatment on June 30, 1944. The average during the year was 22.19, an increase of 3.93 as compared with last year.

MESSES

The per capita food cost per day in the general mess, in charge of the Deputy Governor, was \$0.4562; in the hospital mess, in charge of the Chief Surgeon, was \$0.5953 and in the dairy mess, in charge of the Quartermaster, was \$0.5372. The steady rise in the cost of food, which still continues, has been apparent throughout the year.

CLOTHING

Each member of the Home sent to Fitzsimons General Hospital is furnished with a complete outfit of clothing. The clothing is repaired, cleaned, and pressed and laundry work done at the expense of the Home.

AMUSEMENTS AND BAND

Band concerts are given on Mondays, Wednesdays, and Fridays, at the hospital and on Tuesdays, Thursdays, and Saturdays at the barracks, throughout the whole year. Motion pictures are likewise provided three times each week at the hospital and at Stanley Hall Theater during the winter months. The members have facilities for cards, checkers, cribbage, billiards, and pool.

The members of the Home may avail themselves of the privileges of the golf course and tennis courts which are open to them without payment of dues, the maintenance cost being borne by the members of the club who pay monthly dues.

A central radio room is maintained at the barracks and at the hospital, though many members in addition have their own radios which are installed by the Home without any cost to them.

All amusements are free to members.

LIBRARY

During the year 26,935 volumes were issued by the library, a daily average of 86 (Sundays and holidays excluded).

RELIGIOUS SERVICES

One Protestant and one Catholic chaplain have conducted religious services regularly throughout the year at the chapel and at the hospital. The chaplains regularly keep in touch with the members, especially those confined to the hospital, and are always available for whatever assistance they may be able to render. Funeral services are always conducted by the chaplains, both at the chapel and at the graves.

HEAT, LIGHT, AND POWER

The refrigerating and ice-making plant furnished all refrigeration required by the general mess, hospital, and dairy.

GROUND

Reforestation and planting, together with repairs and upkeep of roads and grounds were continued throughout the year, but on a reduced scale due to the difficulties in obtaining labor and materials.

DAIRY

The number of animals in the dairy herd on June 30, 1944, was 228. The number of cows in the herd was 114, an increase of 10, as compared with last year.

Production of milk was 112,853 $\frac{3}{8}$ gallons at an operating cost of \$51,764.96. The net cost of production was \$0.45869 per gallon.

Every animal in the herd is registered. Of the 114 cows in the herd, 26 have received the advanced registration certificate of the Holstein-Friesian Association of America in the past year and 8 cows are listed in the association's 1943 honor list.

The United States Soldiers' Home herd is free from tuberculosis and all other contagious diseases. It is tested annually by the United States Department of Agriculture and has not suffered the loss of one reactor for more than 31 years.

The latest test for Bang's disease and tuberculosis was completed June 4, 1944. The combination method of tuberculin testing was employed in making the tests.

POULTRY FARM

The poultry farm produced 88,789 dozen eggs during the year; 86,114 dozen eggs were issued to messes.

POST-WAR PLANNING

No major improvements or major construction work have taken place at the Home for a number of years. During World War II even general repairs have been limited to minimum requirements; this due primarily to the difficulty in obtaining labor and materials. However, with a view to being in readiness to start work on a comprehensive building program immediately on the conclusion of the war (and thus affording employment to discharged soldiers on demobilization), a careful survey of requirements was undertaken during the year and detailed plans and specifications of contemplated projects, in order of urgency, were in part accomplished. It is the intention to complete this first phase of the building program at the earliest practicable date.

The officers of the Home have performed their duties in a most satisfactory manner. The welfare and comfort of the members of the Home are the primary consideration of all officials.

Attention is respectfully invited to the enclosures comprising reports of the Governor of the Home, and the accompanying reports of the secretary-treasurer and the chief surgeon of the Home.

FINANCIAL CONDITION OF SOLDIERS' HOME

Mr. SNYDER. The table in the report just inserted discloses that the permanent fund of the Home in the United States Treasury has increased during the past year by approximately \$2,599,000 to a balance of \$12,253,575.74.

We will be glad to have a statement from you, Colonel, covering the major sources of revenue of the Home.

Colonel CORDINER. Mr. Chairman, first may I express my appreciation for your remarks in regard to General Coleman. He was a great man and a great soldier, an outstanding administrator, and we feel his loss very keenly at the Home.

SOURCES OF REVENUE

There are three general sources of revenue which make up the permanent fund: First, contributions made by each soldier of the Regular Army of 10 cents per month; second, fines and forfeitures which are imposed upon soldiers of the Regular Army; and, third, the 3 percent which we collect from the Treasurer of the United States as interest on our permanent fund in the United States Treasury.

That interest amounts to about \$387,000 per year. For the current year our permanent fund has increased at the rate of about \$350,000 a month, so that as of the first of January we have in the neighborhood of \$13,400,000 on hand or due. That includes the amounts due for November and December which have not been taken up on our books.

CONSTRUCTION AND MODERNIZATION OF HOME

Mr. SNYDER. During the hearings last year the question of future construction and modernization of the Home was discussed, and subsequently the Chief of Engineers made a report indicating that approximately \$1,550,000 might be expended in needed improvements and expansions. I note in the annual report, previously inserted, that additional study has been made during the year looking to the improvements, you might say, after the shooting stops in the present war.

Do you wish at this time to make any additional statement concerning these future needs?

Colonel CORDINER. The matter of future construction and modernization of the Home was turned over to the Chief of Engineers. Plans for rehabilitation and modernization of existing structures and utilities, including additional structures; have been undertaken in two stages:

First. A thorough survey of existing conditions and future needs and requirements upon which to base a comprehensive plan for ultimate developments and to determine a definite priority of projects for year-by-year execution.

Second. Detailed architectural and engineering plans and specifications for individual projects.

The sum of \$29,112 was allotted from savings in the 1944 appropriation for the survey and for complete drawings and specifications for additions to the isolation building of the hospital group, the dry-cleaning plant and the laundry and boilerhouse. A recapitulation of the survey is submitted herewith for the information of the committee. The survey as completed to date indicates a need for an expenditure of \$5,194,000.

Mr. SNYDER. The recapitulation of survey will be inserted at this point.

Recapitulation of survey

1. Architectural survey, repairs, and remodeling, 117 existing structures:	
(a) Architectural repairs	\$1, 387, 120
(b) Elevators (13)	184, 000
(c) Heating repairs (renew, heating addition, \$191,920)	86, 730
(d) Plumbing repairs	220, 200
(e) Electric repairs (renew, electric addition, \$217,113)	306, 149
(f) Addition, dry-cleaning plant	15, 000
(g) Remodel isolation ward	35, 000
2. Electrical survey:	
(a) Primary distribution	200, 000
(b) Secondary distribution	15, 000
(c) Street lighting	43, 000
(d) Telephones	18, 000
(e) Fire alarms	18, 000
3. Water system survey	167, 000
4. Sanitary sewer survey	115, 000
5. Storm sewer survey	113, 500
6. Heating survey	150, 600
7. Contemplated:	
250-man barracks building	1, 000, 000
100-man barracks building	400, 000
50-man barracks building	200, 000
1 poultry house	90, 000
Addition to La Garde Building	320, 000

Recapitulation of survey—Continued

8. Air condition, Stanley Hall-----	\$50, 000
9. 15,000-foot cyclone fence-----	21, 000
10. Parking lot, hospital-----	1, 000
11. Roads, 1 mile 20-foot road-----	37, 750
12. Refrigerating system contracted for-----	
	5, 194, 049

Colonel CORDINER. The sum of \$45,000 requested in the estimates of the home for the fiscal year 1946 is to provide funds to begin stage two of the plan, the detailed architectural and engineering plans and specifications for the individual projects. Upon completion of these plans all will be in readiness to start work on a comprehensive building program immediately upon the conclusion of the war, subject only to the necessary appropriation by Congress, and thus afford employment to discharged soldiers on demobilization.

ESTIMATE FOR 1946

Mr. SNYDER. The annual report, previously inserted in the record, gives a very comprehensive picture of the various services and activities of the home and I do not care to question you further concerning them. Perhaps some of the members will desire to question you in some detail, and that will be perfectly proper. However, I recall that during the hearings last year the committee stated that in the future your justifications should contain a statement of your own estimates as well as the estimates recommended by the Bureau of the Budget.

I note that beginning on page 292 of the justifications you have complied with the request of this committee and have given us this information.

TRANSPORTATION OF BENEFICIARIES TO THE FITZSIMONS GENERAL HOSPITAL

The first item is for the transportation of beneficiaries of the Home to Fitzsimons General Hospital, Denver, Colo., for care and treatment. The amount requested by the Board of Commissioners is \$500, and the amount allowed by the Bureau of the Budget is \$300. The average cost per patient is stated as \$100, making it possible to transport only three patients during the year from the Home here to the Fitzsimons General Hospital. What would happen if you had more than three patients during the year that required treatment at the Fitzsimons General Hospital. Would those in excess of three be required to remain here awaiting further appropriation?

Colonel CORDINER. No. We would make adjustments within the available appropriation to take care of that. I do not anticipate any embarrassment in that respect.

Mr. SNYDER. If you had 20 you could take care of them?

Colonel CORDINER. Yes; so long as the total appropriation is not exceeded. Of course, if such cases continued all the way through the various projects then this estimate would not be sufficient and we would have to come up for a deficiency appropriation.

Mr. SNYDER. Why bother with an appropriation of \$300 if you can take care of 6, 8, 10, or 15 without an additional appropriation?

Colonel CORDINER. This is just an estimate and we have provided for what we believe to be the number of people we will want to send out during this next year.

TREATMENT OF BENEFICIARIES AT ST. ELIZABETHS

Mr. SNYDER. Item 2 is for funds to provide care and treatment for beneficiaries of the Home at St. Elizabeths Hospital at the rate of \$2 each per day. It is stated that the amount allowed by the Bureau of the Budget was at the rate of \$1.80 each per day. Is there any basis for the reduced amount allowed or recommended by the Bureau of the Budget? Is there any basis for that reduction?

Colonel CORDINER. The Bureau of the Budget did not give us the answer to that, but we had informal information from St. Elizabeths Hospital to the effect that there is not included in their estimate the provision for overtime and therefore, on that basis, the cost of taking care of the patients is less, and is reduced to \$1.80 per day.

Mr. ENGEL. In other words, the \$1.80 per day per patient is figured on straight time without overtime?

Colonel CORDINER. That is right.

Mr. ENGEL. If that \$1.80 figure remains then the St. Elizabeths Hospital will be out the overtime?

Colonel CORDINER. That is right.

Mr. ENGEL. What other elements were figured in the \$1.80? The actual cost, not capital investment, or anything for repairs?

Colonel CORDINER. The rates are furnished by the hospital.

SUPPLIES AND MATERIALS

Mr. SNYDER. In project 6 the Bureau of the Budget has made a reduction of 33½ percent in the estimate of the Board of Commissioners with the explanation that the amount allowed is the same as was "allowed for the fiscal year 1944." The record shows that amounts in excess of the amount approved by the Bureau of the Budget was expended for this item—"Supplies and material, band"—during the 2 fiscal years preceding the fiscal year 1944, and it is understandable that a reduced amount might be sufficient for a year or so while the supplies on hand were being exhausted. Have you found that the supply has been materially reduced during the present and 1944 fiscal years?

Colonel CORDINER. During the fiscal year 1944 we only spent \$176 for supplies and the supplies did become depleted. If we spend, during the remainder of this year, the total amount available, we should have enough supplies to carry us for the next fiscal year. I do not think the Budget reduction will hurt us.

Mr. SNYDER. I think you are doing an economical job there.

Colonel CORDINER. Thank you.

SUFFICIENCY OF APPROPRIATION REQUESTED

Mr. SNYDER. In these projects if the amount of money estimated and approved by the Bureau of the Budget should eventually be enacted into law and be found insufficient for the needs during the fiscal year 1946, is there any means by which they may be supplemented

other than by returning to the Congress for an additional appropriation?

Colonel CORDINER. I am not prepared to say that the welfare of the Home will be materially affected by the cut made by the Bureau of the Budget. Of course, if we do run short it will be necessary to come up here for a deficiency.

Mr. SNYDER. Would hardships arise where funds were insufficient to meet the needs?

Colonel CORDINER. As stated before, so long as we can make adjustment of funds from one project to another no hardships should arise. However, I am rather skeptical of the reduction of \$3,100 they have made in the allowance for feeding our hospital patients.

Mr. SNYDER. That is what percentage?

Colonel CORDINER. They cut our estimate from 63 cents to 60 cents, making a total reduction of \$3,100. We had 260 patients estimated for.

Mr. SNYDER. 260 hospital patients?

Colonel CORDINER. Yes, sir.

POPULATION OF HOME

Mr. SNYDER. How many have you out there, all told?

Colonel CORDINER. Our estimate is based on an average of 1,232. The membership present in the barracks now totals 849, in the hospital 253, 8 in confinement, plus 56 on duty in the hospital, or a total of—1,166.

Mr. ENGEL. There are how many altogether now?

Colonel CORDINER. One thousand one hundred and sixty-six.

Mr. SNYDER. Do you find that during this war period that there are fewer out there than there was before?

Colonel CORDINER. Yes; there has been a downward tendency over a period of several years and our lowest was in December, when we had, I believe, a total of 1,194, and to date the total, present and absent, is 1,239.

Mr. SNYDER. Present and absent?

Colonel CORDINER. Yes, sir.

Mr. SNYDER. So they can go and come at will?

Colonel CORDINER. For all practical purposes, yes, sir.

CEMETERIES FOR THE NATION

Mr. SNYDER. My friend and colleague here, Mr. Engel, yesterday brought out what I call a humane, national building, patriotic point when discussing the cemeteries for the Nation, that one of the most outstanding, patriotic, and national, as well as community building things we have ever done was to have little cemeteries at homes, and following this war, perhaps instead of having great big cemeteries where, in order to enter you have to get permission to go through a gate, contact all kinds of people to get in in order to find where your child or grandchild was buried, it might be well to consider at least the advisability of having a lot of the boys buried in little home cemeteries.

I make that statement as a preface to this: For a number of years—it has been 10 years since I have been observing the Soldiers' Home, not only have I been observing it but I have been out there dozens of

times a year during the 10-year period, and I have gone through the Home from top to bottom; and, the real-estate people have been trying to do away with that Home at that particular place.

My own conviction is, from the standpoint of thinking 100 years ahead of the city of Washington, or 200 or maybe 1,000 years ahead, that if there ever was an appropriate time to have a home out there as it is, the time is now, and it should remain as it is now. Why? It is like a park, you might say, a sort of humane park; the city has built up all around it and people can drive through it; they can see what a farm looks like. Children living in the city can walk through or drive through and see a chicken farm or cattle, and whatnot. It is just really a humane park out there, and to me it would be a sign of going into materialism if the Government should permit the Home to be discontinued here.

And I want to commend everybody who has had anything to do with that, since I have known it intimately for 10 years, for keeping it in such splendid, outstanding condition; tidy, clean, and wholesome for anybody to drive through or walk through and observe, so I trust that no agency will become so strong that it will be able to do away with that institution as long as it is conducted in the economical and splendid manner that it is being conducted now.

POPULATION OF HOME

Mr. NORRELL. I would like to ask one or two questions, Colonel, since I know very little about the Home.

Is the population of the Home increasing or decreasing?

Colonel CORDINER. It has been generally decreasing since 1938. This has been due to the fact that the majority of the members of the Home who were physically and mentally qualified have left the Home to take jobs in defense and war industries. The greater number of these men will probably return to the Home when the war is over.

Mr. NORRELL. I believe your estimates are based on the figures, if I have analyzed them correctly, found on page 280 of your estimates. Under the general mess, you say, on the latter part of the page, you have estimated for 1,428 all told: 900 members and 50 employees at 46 cents per day, 260 patients, 25 special diets, 150 employees, 3 doctors, and 40 employees in the daily mess. Is that the estimate that is carried through all of these different amounts?

Colonel CORDINER. That is right, wherever a particular category of personnel is applicable for budget purposes.

Mr. NORRELL. For maintaining the Home?

Colonel CORDINER. Yes, sir.

Mr. NORRELL. You actually have a population of how many now?

Colonel CORDINER. The actual population present as of today is 1,166 members, plus about 240 civilian employees.

Mr. NORRELL. Do you include any of these employees in this estimate here, outside of those that are residents of the Home?

Colonel CORDINER. Not all of the civilian employees are included in this estimate for subsistence but only those who are entitled to mess privileges.

Mr. NORRELL. Is there any difference in the estimate I find here and what you have actually in the Home so far as any inflation here is concerned?

Colonel CORDINER. Any inflation?

Mr. NORRELL. In the population of the Home. For instance, I see you have 900 members and you have an estimate based on one of 1,428, and I am trying to find out where the difference is.

Colonel CORDINER. The 900 referred to is for members in general mess only. The 1,428 includes all entitled to rations; the figures I gave you were for today, and, as I stated, the lowest point of our population was in September when we had a population of 1,194. Today it is 1,239 present and absent.

Mr. NORRELL. It may shrink or it may increase?

Colonel CORDINER. Yes, sir.

Mr. NORRELL. You play safe in the estimate and of course that is the thing to do.

Colonel CORDINER. We have to take the average.

UNEXPENDED BALANCES OF FUNDS

Mr. NORRELL. What is your carry-over now of unexpended funds; that is, what do you estimate it will be from the current appropriation?

Colonel CORDINER. You mean at the end of the fiscal year?

Mr. NORRELL. Yes.

Colonel CORDINER. We turned in about \$9,000 to the permanent fund at the end of the last fiscal year. This was our unexpended balance, and that is one of the things that General Coleman made a point of—our fund was a trust fund, and any savings should not be spent for the sake of spending, but should revert to the trust fund of the Home.

Mr. SNYDER. Do you think it will be as much as last year?

Colonel CORDINER. Probably.

Mr. NORRELL. Well, if you are reasonably sure, that is sufficient; I am not asking for the actual figures, but just an approximation, and that will be sufficient.

Colonel CORDINER. Mr. Gheen knows more about that, and he thinks it will be about \$10,000.

Mr. NORRELL. You think the Home has been adequately taken care of in the past?

Colonel CORDINER. Yes, sir.

Mr. NORRELL. In addition to those you have there now, who are admitted to the home?

Colonel CORDINER. Well, they are the soldiers of the Regular Army who have had 20 years' service; those soldiers who have been disabled in the service, and in some cases soldiers who have had service in the Regular Army and have been otherwise disabled, and who have contributed from their monthly pay for support of this home. This is the only place where enlisted men of the Regular Army disabled after discharge can go.

Mr. NORRELL. I am very much in favor of the Home, and I am just trying to learn something about it.

Mr. GHEEN. May I state that the difference between the 1,185, which are the members present, and the total number of rations furnished employees: This project 21 carries the estimate for subsistence for all activities of the Home, and there are certain employees who receive subsistence and clothing and certain others who receive just their meals, and that includes all members and employees.

CHANGE IN LANGUAGE

Mr. HENDRICKS. What is expected to be accomplished by the proposed change in language, which seems to be about the same thing as in this language?

Colonel CORDINER. The effect of the change in language will permit the Soldiers' Home to reach an agreement with the Surgeon General at any time rather than after the beginning of each fiscal year for which an appropriation is made.

Mr. HENDRICKS. You had to wait until after the fiscal year started?

Colonel CORDINER. That is right.

Mr. HENDRICKS. And this language gives you permission to do it at any time?

Colonel CORDINER. Yes, sir.

Mr. HENDRICKS. I see; this will not take effect until the fiscal year 1946; so why the difference?

Colonel CORDINER. Any time after this appropriation we can make the adjustment.

INCREASE FOR IMPROVEMENTS

Mr. HENDRICKS. I note you have a slight increase. I think you have a fine institution, but what is the increase \$36,100 for?

Colonel CORDINER. Most of that increase is taken up in the survey and detailed architectural improvements as outlined in the general statement I made.

Mr. HENDRICKS. Most of this?

Colonel CORDINER. Yes; \$45,000 was requested for architectural improvements and \$8,000 for laundry and machinery, and the reductions brought about by the Bureau of the Budget reduced that increase to \$36,100.

APPLICATION FOR ADMISSION TO HOME

Mr. HENDRICKS. Do you have any pending applications for members of the Regular Army for admission?

Colonel CORDINER. We have from day to day applications coming in that are acted on almost immediately. We have a drive on at the present time to acquaint retired men of the Army with the facilities of the Home, what they can get out there if they come there. We therefore have possibilities for an increase in the population. We have sent all retired men statements showing just what they can get at the Home.

EXPANDED FACILITIES

Mr. HENDRICKS. I at least think, and I take it others will agree with me, that when this war is over we will have a much larger Regular Army, possibly it will be expanded. Do you have plans for expanding your facilities?

Colonel CORDINER. Yes, sir.

Mr. HENDRICKS. How much land do you have out there?

Colonel CORDINER. About 500 acres.

HISTORY OF HOME

Mr. ENGEL. Colonel, for the purpose of the record, I think it would be interesting if you would give us a little historical background, telling us how the Soldiers' Home came into existence at this location. I know something about it myself.

Colonel CORDINER. When General Winfield Scott came back from Mexico in 1849, he felt that there should be some place where soldiers of the Army could go and retire and live in peace. He had obtained an indemnity of \$300,000 from the Mexican Government, and he prevailed upon the Congress to establish the Home, and by act of Congress, passed in 1851, the Home was so established. The Scott Building was built in 1854, and the Governor's Mansion and the Deputy Governor's Home were also put up in 1854.

Mr. ENGEL. And are still being used?

Colonel CORDINER. They are still being used.

Mr. ENGEL. Are they in good condition?

Colonel CORDINER. They are in excellent condition.

Mr. ENGEL. Are they of brick or stone construction?

Colonel CORDINER. They are stone buildings.

DEDUCTION FROM PAY OF ENLISTED MEN

Mr. ENGEL. As you stated, Colonel, 10 cents per month per man from every Regular Army enlisted man, is received by the Home.

Colonel CORDINER. Yes; and from warrant officers.

Mr. ENGEL. And warrant officers. That goes into the fund that is used to maintain this Home?

Colonel CORDINER. It helps maintain the Home.

Mr. ENGEL. And the appropriation we are making here does not come out of the taxpayers' pockets, but the Home is sustained on the deductions made from the men in the service. What is the amount of the fund?

Colonel CORDINER. As of December 31, including the anticipated collections for December and November, it will run in the neighborhood of \$13,400,000.

Mr. HENDRICKS. That is a separate fund in the Treasury?

Mr. ENGEL. It is a trust fund.

Colonel CORDINER. It is a trust fund in the Treasury.

Mr. ENGEL. And that draws interest at the rate of 3 percent?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. Under an act of Congress?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. When the Social Security Fund was established the law provided for 3 percent interest payment by the Government for the use of those funds. The law was later amended to provide that the funds draw the average rate of interest paid by the Government. Your fund is not affected by that ruling?

Colonel CORDINER. No, sir.

Mr. ENGEL. You testified that the population had been decreasing since 1938, was it not?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. How do you account for that?

Colonel CORDINER. Mainly due to war conditions. The population has been decreasing at an accelerated rate ever since 1941.

Mr. ENGEL. The decrease has continued since 1941?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. That is because of men who otherwise would come into the Home perhaps are engaged in some type of war work?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. Temporarily?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. And they will come back to the Home following the war and the population will then again increase?

Colonel CORDINER. That is right.

AGE LIMITATION ON INMATES

Mr. ENGEL. What is the age limitation, if any?

Colonel CORDINER. We had one man on June 1 last who was 97 years old, but he has since died.

Mr. ENGEL. There is no top age limit?

Colonel CORDINER. No, sir.

Mr. ENGEL. What is the minimum age?

Colonel CORDINER. There is no limitation on that.

Mr. ENGEL. If the man is retired, he can come to the Home?

Colonel CORDINER. Yes, sir; so long as he had served in the Regular Army.

Mr. ENGEL. If he has been in service for 20 years—if he goes in at 20, and reaches the age of 40, and retires he can come to the Home?

Colonel CORDINER. Yes, sir.

RATION COST

Mr. ENGEL. How do you arrive at your ration figures; the same way that the Army does? I am talking about the number of rations.

Colonel CORDINER. The computations here are on the average number of men we expect to have during the coming year.

Mr. ENGEL. Actual residents in the Home?

Colonel CORDINER. In the Home, yes.

Mr. ENGEL. That does not include those in the hospital, St. Elizabeths Hospital?

Colonel CORDINER. We make provision for those in the hospital such as giving them an increased ration. For example, the cost of the ration for members is 46 cents, whereas for the patients at the Hospital the average has been .5995.

Mr. ENGEL. I am talking about the cost at St. Elizabeths. You pay the St. Elizabeths Hospital a certain amount per day?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. For taking care of the soldiers, and that is not included in the other ration figures here; your figures here are the rations that are actually consumed by men in the Home, or by people who are employed, or who are subsisted at the farm; is that right?

Colonel CORDINER. That is right.

Mr. ENGEL. You spoke about a 62-cent ration and a 46-cent ration.

Mr. SNYDER. You asked the Budget for 63 cents and they gave you 60.

Colonel CORDINER. Yes; we asked for 63 for the hospital patients and got 60.

Mr. ENGEL. For the hospital patients?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. How much did you ask for your regular members?

Colonel CORDINER. We asked for 46 cents.

FARM ACTIVITIES

Mr. ENGEL. Now you have a farm out there, do you not?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. Where you raise poultry and so on?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. Produce eggs and milk?

* Colonel CORDINER. Yes, sir.

Mr. ENGEL. What else do you raise? Garden truck?

Colonel CORDINER. No garden truck. The only produce we get from the farm are the milk from the dairy; butter without salt for certain hospital patients, buttermilk for hospital patients. Practically all the eggs that are produced on the farm go either to the hospital or to our general mess.

Mr. ENGEL. When you turn milk or eggs or other farm products over to the mess do you credit the farm account with the amount?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. How do you arrive at the price at which the farm is credited; do you use the market price?

Colonel CORDINER. No; it is determined by the actual cost of the labor, feed, miscellaneous supplies, and by the cost of registering the stock.

Mr. ENGEL. What do you charge for a hundred pounds of milk? Have you got that?

Colonel CORDINER. We do not have that reduced to pounds, but the cost of production for 1944 was \$0.457 per gallon. That represents quite a material increase.

Mr. ENGEL. What about the eggs?

Colonel CORDINER. The eggs cost 43 cents per dozen.

Mr. ENGEL. That 43 cents as charged up includes actual cost of producing the eggs?

Colonel CORDINER. Yes, sir; and we use the price of 43 cents to arrive at the cost of a 46-cent ration.

Mr. ENGEL. Of course in that cost you could not figure in any capital investment?

Colonel CORDINER. No, sir. Only operating expenses.

COST TO MAINTAIN PATIENTS AT ST. ELIZABETHS

Mr. ENGEL. Coming back to St. Elizabeths, do you know what the actual cost of maintaining a patient at St. Elizabeths is?

Colonel CORDINER. No; I do not.

Mr. ENGEL. Is there any reason why, in view of the fact that you do have a surplus—any deficit that might occur comes out of the Treasury—that the Soldiers Home fund should not pay the actual cost of maintaining the patients at St. Elizabeths?

Colonel CORDINER. Thirty percent of the members of the Home are entitled to free hospitalization in Regular Army hospitals.

I am not familiar with the statute with reference to St. Elizabeths, but if it is considered an Army hospital this 30 percent of our membership should not be required to pay for hospitalization.

Mr. ENGEL. What I am getting at is this: St. Elizabeths Hospital takes patients from the District of Columbia, and from various other places and the District pays the actual cost without taking into consideration the capital investment.

Mr. GHEEN. It is the policy of the Board of Commissioners to pay the cost of treatment of a beneficiary, regardless of what the cost is.

Mr. ENGEL. Suppose this committee should increase the amount of the appropriation so as to provide that St. Elizabeths Hospital would receive pay just as it does for the District, that would not be in conflict with the policy of the Board of Commissioners?

Mr. GHEEN. No, sir. The Home is now paying the \$2 per day rate to St. Elizabeths—

Mr. ENGEL. How many patients do you have out there?

Colonel CORDINER. We have 21 out there today, and I would say that is about the average, is it not, Mr. Gheen?

Mr. GHEEN. The average for 1942 was 22.19.

Mr. ENGEL. That was the average.

Mr. GHEEN. Yes, sir; and the rate was \$2 through 1944, and that rate prevails in 1945.

Mr. ENGEL. Have you still the old house out there where Lincoln spent his summers?

Colonel CORDINER. Yes. He was supposed to have written the Emancipation Proclamation in the old Anderson cottage.

Mr. SNYDER. The President of the United States?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. It used to be the summer Capitol? Of course that was away out in the country in those days.

Mr. SNYDER. We are honored to have with us a lady from the Soldiers' Home. Will you give us your full name?

Miss POWDERLY. Mary R. Powderly.

Mr. SNYDER. We want to have something in the record that we do have at the Home some women.

Miss POWDERLY. I was the first woman who went there to work in the Administration Building. Miss McGrath, who had lived with her brother, the superintendent of the dairy, was employed at the dairy office prior to that time. I went out there during the First World War.

Mr. ENGEL. What are your duties?

Miss POWDERLY. Chief clerk to the treasurer of the Home.

Colonel BENNETT. And also official adviser to the Governor.

PAY OF OFFICERS OF THE HOME

Mr. ENGEL. Regarding the pay of the officers of the Home, they are retired Army officers, are they not?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. And you receive retired pay?

Colonel CORDINER. Retired pay from the Army.

Mr. ENGEL. Is that retired pay supplemented in any way?

Colonel CORDINER. Yes, sir; it is supplemented from the Home fund, to the extent of \$1,500 a year.

Mr. ENGEL. That is from the Soldiers' Home fund?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. Is that provided for in this Budget?

Colonel CORDINER. Yes, sir.

OFFICERS OF HOME FURNISHED QUARTERS

Mr. ENGEL. You are also furnished quarters there?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. Your entire compensation, including quarters, is furnished from the Soldiers' Home fund?

Colonel CORDINER. Not the entire compensation.

Mr. ENGEL. That is, the amount over and above your retired pay?

Colonel CORDINER. Yes, sir.

Mr. ENGEL. There is nothing in the Regular Army appropriation bill to cover any part of your pay?

Colonel CORDINER. Only the retired pay.

Mr. ENGEL. Your retired pay comes from the Regular Army appropriation bill.

Colonel CORDINER. Yes, sir.

Mr. ENGEL. But the amount in excess of the Regular Army retired pay, \$1,500, is furnished out of the fund of the Home?

Colonel CORDINER. Yes, sir; that is right.

AUTHORITY FOR ADDITIONAL PAY

Mr. ENGEL. Under what authority do you get additional pay? In what bill is the authorization for that?

Colonel CORDINER. That was provided for by the last Congress, and supplemented by authority from the Board of Commissioners.

Mr. ENGEL. You have the authority in the Regular Army appropriation bill for that. So there is legislative authority for doing it?

Mr. GHEEN. Yes, sir. The Appropriation Act for 1945, that is, the Army Appropriation Act, provided that the officers of the Home could receive pay from the Home fund.

Mr. ENGEL. Will that authority have to be repeated in the next bill?

Mr. GHEEN. No, sir; that is Public Law 374, Seventy-eighth Congress.

Mr. ENGEL. That is all settled? In other words, the Regular Army appropriation bill of last year took care of that?

Mr. GHEEN. Yes, sir.

NO LIMIT TO AMOUNT OF ADDITIONAL PAY FROM HOME FUND

Mr. ENGEL. Does it limit that additional pay to \$1,500?

Mr. GHEEN. No, sir; there is no limit.

Mr. SNYDER. Who fixes the amount of \$1,500?

Mr. GHEEN. That is fixed by the Board of Commissioners.

Mr. SNYDER. Who appoints the Commissioners?

Colonel CORDINER. The Board of Commissions are provided for by law, and they consist of the Quartermaster General, the Chief Finance Officer, the Chief of Engineers, the Judge Advocate General, The Adjutant General, the Surgeon General, and the Governor.

Mr. ENGEL. Who appoints the Governor, the Board?

Colonel CORDINER. The Board recommends to the Secretary of War who, in turn, appoints the Governor, by authority of the President.

Mr. ENGEL. That is, the vacancy caused by the death of General Coleman will be filled in that way?

Colonel CORDINER. Yes, sir.

Mr. SNYDER. Who takes care of the spiritual welfare of the men in the Home?

Colonel CORDINER. We have two chaplains.

Mr. SNYDER. That is, one Protestant chaplain and one Catholic chaplain?

Colonel CORDINER. Yes, sir.

Mr. SNYDER. Attendance at religious services is not compulsory?

Colonel CORDINER. No, sir.

Mr. SNYDER. Who takes care of the band?

Colonel CORDINER. That is carried on under the Deputy Governor.

Mr. SNYDER. I would like to say that I think that is one of the most attractive features of the Home, and I trust you will see to it that that activity is kept up.

And you have all of the soldiers who live out there around the bandstand at 6:30 o'clock in the evening in the summertime?

Miss POWDERLY. Yes, sir.

(Discussion off the record.)

AVERAGE AGE OF MEN IN THE HOME

Mr. ENGEL. What is the average age of the men out there?

Colonel CORDINER. The average age is 63½ years.

PERCENTAGE OF BURIALS IN HOME CEMETERY

Mr. SNYDER. In connection with the burials of the men who die out there, what percentage of them are buried in the Home cemetery?

Colonel CORDINER. I would say that about 80 percent are buried right there.

EXPENSE OF BURIALS BORNE BY HOME

Mr. SNYDER. And that expense is borne by the Home?

Colonel CORDINER. Yes, sir.

Mr. SNYDER. Then the Home provides a tombstone?

Colonel CORDINER. No, sir, the tombstone is put there by the National Cemetery authorities.

(Discussion off the record.)

Mr. SNYDER. We thank you, Colonel, for the statements that you and your associates have given the committee. They have been very interesting and very instructive.

Colonel CORDINER. Thank you, Mr. Chairman.

MONDAY, JANUARY 22, 1945.

FLOOD-CONTROL ESTIMATES

STATEMENT OF HON. WILLIAM M. WHITTINGTON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSISSIPPI, AND CHAIRMAN, COMMITTEE ON FLOOD CONTROL, HOUSE OF REPRESENTATIVES

Mr. SNYDER. Gentlemen, we have with us this afternoon our friend and colleague, Mr. Whittington, of Mississippi, the chairman of the House Committee on Flood Control. He has perhaps given more thought and intensive study to surveys and flood control than any other one Member of the House, and it is always a pleasure to have Mr. Whittington with us.

At this time we will be very glad to have a statement from you, Mr. Whittington.

Mr. WHITTINGTON. Mr. Chairman, I will detain you only for a very few moments. It is my view that as to appropriations for flood control, and I speak of flood control only, but not with respect to rivers and harbors, inasmuch as the Committee on Flood Control has not any jurisdiction over rivers and harbors, which is navigation, primarily—flood control has to take its cuts.

We are concerned, fundamentally, with the winning of the war, and we understand that for the duration general flood-control construction is being delayed.

It seems to me, however, that the Budget estimate of around \$14,000,000 for general-flood control is a reasonable amount, and of that amount, as I recall, it is contemplated that about one-half shall be expended on new construction. That is thoroughly justified.

There have been in the St. Louis area three floods in 1943, and one, if not two, in 1944, and the levies, particularly from St. Louis to Cairo were destroyed. As I understand it, the new work is to be done largely in that area. I think that is justified expenditure, as a protection of valuable properties including railways is involved.

With respect to general flood control, it is being kept in mind that flood control on the lower Mississippi River has been going along since 1917, and general flood control since 1936—I make this suggestion.

I understand that the Budget has approved for preliminary plans and surveys around \$2,000,000. It seems to me that at the time the Budget estimate was submitted, and probably at the time the conclusion was reached by the Budget Director that that was reasonable.

But since July of last year, since that estimate was submitted, Congress has passed the Flood Control Act of December 22, 1944. In that act we provided for the making of many preliminary examinations and surveys and those examinations and surveys will require that adequate appropriations be made so that the work can be done. So, Mr. Chairman, with all deference to you and to the Budget, I would recommend an increase in the estimate for preliminary examinations and surveys.

Mr. SNYDER. It might go to \$6,000,000.

Mr. ENGEL. How much do you think it should be increased?

Mr. WHITTINGTON. I would say that I made inquiry when I saw that this amount had been approved for \$2,000,000, and the Office of the Chief of Engineers, in response to my inquiry, advised me that they really needed \$4,000,000 at the time of the original estimate, and I think you would be justified in making that amount \$2,000,000 more than is provided in the Budget for that purpose.

Something was said this afternoon about ocean flood control. We know, of course, that the Government is not an insurer of property. We have floods, and no people are compensated in any of the floods for loss of property.

I just had a letter a day or two ago from a neighbor in the Mississippi Valley. We have had some floods on minor streams, and he lost his house, and I had to remind him that the Government was not an insurer of property.

As I recall, this flood control has been extended particularly on the Pacific coast to cover the matter of ocean erosion and protection from floods in that regard, and there may have been—I am not sure, Mr. Powers, in my recollection as to whether or not there have been, but I think there were some preliminary examinations and surveys in the New Jersey area that have been ordered that either involved incidental ocean damage or breakwaters, on some streams like those on the Pacific coast that have flood problems. I have in mind an authorization in the act of December 22, 1944, an examination to protect the Atlantic City area from floods from the tide and wind.

In the second place, Mr. Chairman, we have authorized a billion dollars for flood control works for post-war construction.

The plan is that they should be on the shelf when this war is over, although it will not be over as quickly as we thought last June when the House passed the flood-control bill, but we wanted sound public works to provide the most satisfactory flood control, from New England to California and from Portland to Florida. I understand there is a Budget recommendation for advance planning of \$2,000,000.

I am not an engineer, and I am not familiar enough to be as helpful in a recommendation as the Chief of Engineers or his associates, but I do know this, that in response to my inquiry I was advised that the Chief of Engineers, before we passed the Flood Control Act of December 22, 1944, his office should have at least \$10,000,000 for advance planning, for plans on the shelf ready to go following the war. That would be the wise thing to do, and it takes money to prepare those plans.

So I would say it appears to me that this committee would be justified, in view of the fact that Congress is on record for adequate public works that cannot be done locally, such as flood-control works, and work on all the river basins of the country, to make adequate plans. That is a small amount.

We have authorized and Congress has appropriated probably 10 times that amount for plans for Federal highways following the war.

In answer to your question, Mr. Chairman, for my comments on this bill I have every confidence in this committee and I think you would be justified in materially increasing the amount of the estimate making it six or eight million dollars in the appropriation for planning,

that is, actual advance planning, because this matter will not be up again until another year, thus increasing the amount from \$2,000,000, to \$10,000,000 for advance planning.

Mr. SNYDER. That means blueprints all ready to go?

Mr. WHITTINGTON. Yes.

Mr. POWERS. Where would you get the manpower necessary for that?

Mr. WHITTINGTON. I think that is a fair question, but I would not be able to answer you except to say that if we did not get the manpower, if we did not get the engineers, we would not spend the money.

I am not in a position to answer as well as the Chief and his associates are. I answer you in this way, Mr. Powers, that a great many engineers in the Department were engaged in the construction of war installations. In my part of the country for instance, they were engaged in the establishment of Army camps and air bases. Unquestionably those engineers have been released and perhaps are available, at least some of them, although some of them may be overseas. But there may be other sources of supply.

I know some of the engineers on those construction activities might be available, but I have answered by saying that we cannot spend the money unless we get the engineers.

I have said with respect to the general appropriation of \$14,000,000 for national flood control—and I want to be fair—that I think that is all right.

I would say the same thing with respect to the lower Mississippi River. The \$30,000,000 is not the amount requested by the Chief of Engineers in response to my query, but I think we should take our cut down there.

This amount of \$30,000,000 will provide, as I recall, about \$20,000,000 of new construction, and of that amount the major part is for levees, to continue levees down the river.

You have to keep in mind that the act of 1941 provided for strengthening and raising the levees and for the elimination of floodways throughout Arkansas and Louisiana, and thereby restoring to those areas about 1,000,000 acres of land. I understand that \$3,000,000 is necessary for dredging, and that is important.

We should keep in mind that on the lower Mississippi now there is an immense amount of navigation, and we may have to use that navigation more and more.

I think these two statements are all I desire to submit to you this afternoon, first, that there should be provision for preliminary examinations and surveys, because constantly we are being asked for examinations and surveys where none has been made. There should be funds for that purpose.

Secondly, there should be an adequate fund for advanced planning.

With those two statements, Mr. Chairman, that is all I have to say this afternoon.

Mr. SNYDER. We thank you, Mr. Whittington.

QUESTIONS SUBMITTED TO THE CHIEF OF ENGINEERS BY MR. CASE, A MEMBER OF THE COMMITTEE, RELATIVE TO NEW AUTHORIZATIONS

Mr. CASE. General Reybold, I was unable to be present during the regular hearings on this civil functions bill due to the fact that I was a member of the funeral escort for our late colleague, Mr. O'Connor, of Montana, and accompanied his body to Livingston, Mont., for burial there. Incidentally, while there, I took occasion to visit the various sites suggested for the flood-control irrigation dam on the Yellowstone River. The chairman of the committee has said that I might ask you a few questions on the program of the Corps of Engineers on new authorizations and have the questions appear with your answers in the printed record.

Accordingly, I would like to ask whether you have prepared an estimate for the Budget Bureau of the funds that you can use efficiently in preparing plans and studies under the authorizations carried in the Flood Control Act approved December 22, 1944?

General REYBOLD. Yes.

Mr. CASE. What is that program and what is its budgetary status today?

General REYBOLD. We have estimated that funds are needed in the amount of \$2,000,000 for initiating those plans during the present fiscal year and we have submitted a supplemental estimate to the Bureau of the Budget on January 5 for this amount for the fiscal year 1945.

Mr. CASE. I understand that this \$2,000,000 program is for funds to be available for use in this current fiscal year?

General REYBOLD. Yes, sir; for the remainder of the fiscal year ending June 30, 1945.

Mr. CASE. Have you made a similar estimate for continuing work on these new authorizations in fiscal year 1946—the year for which this bill under consideration provides funds for previously authorized projects? If so, will you please place in the hearings both proposed allocations?

General REYBOLD. Yes, sir; we estimate that we need \$8,000,000 for continuing the planning work on these new projects during the fiscal year 1946, and we submitted to the Bureau of the Budget a supplemental estimate for that amount on January 13. We can insert lists showing the tentative allocations of funds within the total amounts of those two estimates.

(The matter referred to is as follows:)

Flood control, general supplemental Budget estimate for fiscal year 1945—proposed allocations of funds for preparation of plans

Project:

Tyrone, Pa., local protection.....	\$75, 000
Harrisburg, Pa., local protection.....	60, 000
Buggs Island Reservoir, Roanoke River Basin, Va. and N. C....	100, 000
Clark Hill Reservoir, Savannah River, Ga. and S. C.....	100, 000
Shreveport, Red River, La., local protection.....	75, 000
Arkansas River local protection projects.....	275, 000
Trinidad, Purgatoire River, Colo.....	50, 000
Garrison Reservoir, Missouri River Basin, N. Dak.....	200, 000
Oahe Reservoir, Missouri River Basin, S. Dak and N. Dak.....	260, 000
Missouri River local protection projects.....	150, 000
Mount Morris Reservoir, Genesee River, N. Y.....	100, 000
Alamo Reservoir, Bill Williams River, Ariz.....	75, 000
Holbrook, Little Colorado River, Ariz., local protection.....	15, 000

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Flood control, general supplemental Budget estimate for fiscal year 1945—proposed allocations of funds for preparation of plans—Continued

Project—Continued.

Table Mountain Reservoir, Sacramento River Basin, Calif.....	\$100,000
Isabella Reservoir, San Joaquin River Basin, Calif.....	75,000
Kings River project, Pine Flat Reservoir and channel improvement, San Joaquin River Basin, Calif.....	100,000
Terminus Reservoir, Kaweah River, Calif.....	75,000
Farmington Reservoir, Littlejohn Creek, Calif.....	75,000
Mered County project, San Joaquin River Basin, Calif.....	50,000
Redmond, Sevier River, Utah, local protection.....	25,000
Pajaro River, Calif, local protection.....	25,000
Total.....	2,000,000

Flood control, general supplemental budget estimate for fiscal year 1946—Proposed allocations of funds for preparation of plans

Project:

West Hill Reservoir, West River, Mass.....	\$50,000
Worcester, Blackstone River, Mass.....	75,000
West Brookfield Reservoir, Connecticut River Basin, Mass.....	100,000
Barre Falls Reservoir, Connecticut River Basin, Mass.....	50,000
East Brimfield Reservoir, Thames River Basin, Mass.....	70,000
South Coventry Reservoir, Thames River Basin, Conn.....	150,000
Waterbury Reservoir, Winooski River Basin, Vt.....	10,000
Wrightsville Reservoir, Winooski River Basin, Vt.....	30,000
East Barre Reservoir, Winooski River Basin, Vt.....	60,000
Chittenango Creek and tributaries, New York, local protection..	10,000
Genegantslet Reservoir, Susquehanna River, N. Y.....	120,000
Owaseo Inlet and Outlet, Montville and Dry Creeks, State Ditch, and Crane Brook, N. Y., local protection.....	5,000
Buggs Island Reservoir, Roanoke River Basin, Va. and N. C.....	300,000
Edisto River, S. C., local protection.....	10,000
Clark Hill Reservoir, Savannah River Basin, Ga. and S. C.....	350,000
Shreveport, Red River, La., local protection.....	75,000
Arkansas River local protection projects.....	100,000
Bull Shoals Reservoir, White River Basin, Ark.....	200,000
Table Rock Reservoir, White River Basin, Mo.....	200,000
Arkansas River local protection projects.....	125,000
Markham Ferry Reservoir, Arkansas River Basin, Okla.....	100,000
Wister Reservoir, Arkansas River Basin, Okla.....	90,000
Tenkiller Ferry Reservoir, Arkansas River Basin, Okla.....	150,000
Fontaine Que Bouille River, Colo.....	25,000
Red Rock Reservoir, Mississippi River Basin, Iowa.....	75,000
Des Moines, Des Moines River, Iowa, local protection.....	20,000
Galena, Galena River, Ill., local protection.....	30,000
Farm Creek Reservoirs, Ill.....	95,000
Red Lake and Clearwater Rivers, Minn.....	50,000
Bald Hill Reservoir, Sheyenne River, N. Dak.....	40,000
Havre, Milk River, Mont., local protection.....	28,000
Hazen, Knife River, N. Dak., local protection.....	2,000
Harlem, Milk River, Mont., local protection.....	4,000
Beulah, Knife River, N. Dak., local protection.....	6,000
Missouri River local protection projects.....	225,000
Chariton River, Mo., local protection.....	20,000
Osceola Reservoir, Missouri River Basin, Mo.....	100,000
Missouri River local protection projects.....	225,000
Garrison Reservoir, Missouri River Basin, N. Dak.....	500,000
Oahe Reservoir, Missouri River Basin, S. Dak. and N. Dak.....	250,000
Fort Randall Reservoir, Missouri River Basin, S. Dak.....	200,000
Allegheny Reservoir, Ohio River Basin, Pa.....	50,000
Shenango Reservoir, Ohio River Basin, Pa. and Ohio.....	50,000
McKees Rocks, Ohio River Basin, Pa., local protection.....	75,000
Dillon Reservoir, Ohio River Basin, Ohio.....	100,000
Sutton Reservoir, Ohio River Basin, W. Va.....	100,000
New Martinsville, Ohio River Basin, W. Va., local protection.....	75,000
Roseville, Ohio River Basin, Ohio, local protection.....	20,000
Burr Oak Reservoir, Ohio River Basin, Ohio.....	25,000

Flood control, general supplemental budget estimate for fiscal year 1946—Proposed allocations of funds for preparation of plans—Continued

Project—Continued.

Covington, Ohio River Basin, Ky., local protection-----	\$100, 000
Maysville, Ohio River Basin, Ky., local protection-----	75, 000
Wolf Creek Reservoir, Ohio River Basin, Ill-----	150, 000
Mining City Reservoir, Ohio River Basin, Ky-----	150, 000
Stewarts Ferry Reservoir, Ohio River Basin, Tenn-----	100, 000
Middlesboro, Ky., local protection-----	15, 000
Panther Mountain Reservoir, Moose River, N. Y-----	50, 000
Mount Morris Reservoir, Genesee River, N. Y-----	150, 000
Lower Ventura River levees, California-----	50, 000
Stewart Canyon Debris Basin and Channel, Ventura River Basin, Calif-----	25, 000
San Antonio and Chino Creeks, Santa Ana River Basin, Calif----	125, 000
Lytle and Cajon Creeks, Santa Ana River Basin, Calif-----	300, 000
Whittier Narrows Dam, Los Angeles County drainage area, California-----	150, 000
Lopez Dam, Los Angeles County drainage area, California-----	90, 000
Rio Hondo Channel, Los Angeles County drainage area, California-----	175, 000
Table Mountain Reservoir, Sacramento River Basin, Calif-----	200, 000
Sacramento River, Calif., local protection-----	125, 000
Folsom Reservoir, Sacramento River Basin, Calif-----	125, 000
Isabella Reservoir, San Joaquin River Basin, Calif-----	175, 000
Kings River project, San Joaquin River Basin, Calif-----	200, 000
Terminus Reservoir, Kaweah River, Calif-----	175, 000
Hogan Reservoir, Calaveras River, Calif-----	50, 000
Mered County project, San Joaquin River Basin, Calif-----	50, 000
Tuolumne River project, California-----	50, 000
Quartz Creek Reservoir, Willamette River Basin, Oreg-----	100, 000
Sweet Home Reservoir, Willamette River Basin, Oreg-----	100, 000
Snake River, Heise-Roberts area and Weiser, Idaho, local protection-----	50, 000
Pullman, Palouse River Basin, Wash., local protection-----	10, 000
Colfax, Palouse River Basin, Wash., local protection-----	15, 000
Chehalis River, Wash-----	50, 000
Total-----	8, 000, 000

Mr. CASE. General Reybold, during the conference last year when we were seeking a correlation of the plans of the Army engineers and the Bureau of Reclamation for the Missouri River, some of your people raised a question about the adequacy of the footings and the suitability of the shoulders for the Oahe Dam if built to the height recommended by the Bureau of Reclamation. At the same time, local people have raised some questions about the flooding of the Cheyenne agency buildings and the practicability of raising the railroad and highway bridges west of Mobridge. Have you developed any final facts on those points, or will you do so with the funds that you are requesting in these additional estimates?

General REYBOLD. We have considerable engineering data developed by the Bureau of Reclamation during their earlier consideration of the high dam at Oahe. With the funds requested in these estimates we expect to go ahead with the design of the Oahe Dam as rapidly as practicable. This will include additional investigation of all aspects of the project, including those you mention. In this connection I may say that our Omaha district has engaged a board of consulting engineers of national reputation to advise us and to pass on the design of the structures for the main river dams.

Mr. CASE. In South Dakota, early construction of the Oahe Dam is regarded as important because it is counted on to supply the water for the James River Valley irrigation unit, and it has been regarded

as a logical dam for early construction because the reservoir capacity is great enough to handle any average flood, thus providing substantial flood control from the outset. If, by any chance, your studies develop any questions about the suitability of the Oahe site, will you determine what alternatives are possible in order that the desired ends can be accomplished?

General REYBOLD. Yes. Of course, under the law, the Bureau of Reclamation is responsible for the diversions and for taking the water from the main river to the land to be irrigated. In that contingency, which I do not now foresee as probable, the Army engineers will cooperate fully with the Bureau of Reclamation in studying other possibilities of supplying the necessary water.

COMMITTEE ON RIVERS AND HARBORS,
HOUSE OF REPRESENTATIVES,
Washington, D. C., February 1, 1945.

HON. J. BUELL SNYDER,
Chairman, War Subcommittee,
Committee on Appropriations, House of Representatives.

DEAR MR. CHAIRMAN: Concerning work authorized in the pending river and harbor bill (S. 35), in the interest of national defense, I enclose a list of projects so recommended by the military or naval authorities as being urgent in the prosecution of the war.

There is another project in the bill which, in my opinion, should be authorized as soon as possible. It is for the removal of Bridge Island in St. Marys Falls Canal, Mich., at a cost of \$850,000. This improvement will eliminate hazardous conditions in the approach channels to two of the locks. One of these locks is the MacArthur lock which was authorized by Congress in 1942 in the interest of the prosecution of the war, and which is now about completed at a cost of around \$18,000,000. The commerce passing through this canal in 1942 amounted to more than 120,000,000 tons, principally iron ore, and the initiation of the improvement carried in the bill is very important to the efficiency of the MacArthur and Poe locks, the two locks which will benefit by this improvement.

I am,

Sincerely yours,

J. J. MANSFIELD, *Chairman.*

National defense projects authorized in S. 35—the omnibus river and harbor bill

Projects not yet authorized by Congress but constructed by the Military or Naval Establishment which should be authorized at an early date to permit the Corps of Engineers to take over their maintenance as a regular river and harbor function:

Portland Harbor, Maine
Weymouth Fore River, Mass.
Lake Montauk Harbor, N. Y.
New Jersey Intracoastal Waterway
Cold Spring Inlet, N. J.
Delaware River, Philadelphia to the sea
Little River, Va.
Cleveland Harbor, Ohio
Morro Bay, Calif.
Oakland Harbor, Calif.
Keehi Lagoon, T. H.

Recommended river and harbor projects important to the war effort which should be authorized for construction at an early date:

	<i>Estimated cost</i>
Baltimore Harbor, Curtis Creek, Md.....	\$150, 000
St. Josephs Bay, Fla.....	225, 000
Mobile Harbor, Chickasaw Creek, Ala.....	475, 000
Sabine-Neches Waterway, Tex., at Port Arthur.....	45, 000
Mississippi River, at Chain of Rocks.....	10, 290, 000
St. Clair River, Mich.....	135, 000
San Pablo Bay and Mare Island Strait, Calif.....	7, 600
Ponce Harbor, P. R.....	400, 000
Harbor of Refuge near Port Lavaca, Tex.....	120, 000

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OFFICE OF BUDGET AND FINANCE
Legislative Reports and Service Section

79th-1st, No. 26

DIGEST OF PROCEEDINGS OF CONGRESS OF INTEREST TO THE DEPARTMENT OF AGRICULTURE
(Issued February 13, 1945, for actions of Monday, February 12, 1945)

(For staff of the Department only)

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HOUSE

1. WAR DEPARTMENT CIVIL APPROPRIATION BILL, 1946. Appropriations Committee reported this bill, H.R. 2126, which provides that "no part of appropriations made available to the Secretary of Agriculture for preliminary examinations and surveys, as authorized by law, for run-off and water-flow retardation and soil-erosion prevention on the watersheds of flood-control projects, shall be obligated for initiating work upon new projects or for prosecuting work upon projects heretofore commenced, unless they accord with priorities specifically approved by the Secretary of War and the Secretary of Agriculture" (H.Rept. 105)(p. 1072).
2. RIVERS-HARBORS BILL. Rules Committee reported a resolution for the consideration of this bill, S.35 (pp. 1062, 1072).
Both Houses
3. BANKING AND CURRENCY. Received the President's message urging approval of the Bretton Woods proposals for an International Monetary Fund of \$8,800,000,000 and for \$9,000,000,000 for an International Bank for Reconstruction and Development as a "cornerstone" of international economic cooperation (H.Doc.70)(pp. 106-7)(p. 1062-4).
Rep. Voorhis, Calif., inserted quotations from Thomas A. Edison and Abraham Lincoln with regard to the issuance of paper money (p. 1067).
4. CLAIMS. Expenditures in the Executive Departments Committee reported with amendment H.R.129, providing for the barring of certain claims by the U.S. in connection with Government checks and warrants (H.Rept. 101)(p. 1072).
5. FOREIGN AFFAIRS. Rep. Merrow, N.H., inserted and discussed a N.H. Legislature resolution urging Congressional action toward international cooperation (pp. 1067-7).
- 5a. A. A. A.; TOBACCO. A Wash. City News Service item states: "Agriculture Committee approved joint resolution to establish national marketing quotas and acreage for fire-cured and dark air-cured tobacco at the 1943-4 level."

SENATE

6. A.A.A. ALLOTMENTS. Agreed to House amendments to S. 338, which authorizes cotton and wheat allotments of any farm to be protected even though such crops have not been planted for the last 3 years, if the normal history of the farm has been upset because of war-crop production; authorizes wheat, cotton, and peanut allotments to be protected if the owner or operator has been serving in the armed forces; and authorizes an upward adjustment for peanut acreage on farms where the peanut acreage is below the normal history of the farm (pp. 1027-8). This bill will now be sent to the President.
7. FARM LABOR; SELECTIVE SERVICE. Sens. Reed, Kans., and Tydings, Md., criticized the drafting of farm labor. Other members discussed this with them, and Sen. Reed inserted several letters on this subject. (pp. 1028-36).
8. CONGRESSIONAL ORGANIZATION. Agreed to, as reported, H.Con.Res. 18, establishing a Joint Committee on the Organization of Congress (pp. 1037-8). As passed the measure provides for a joint committee to study the organization of Congress and for the committee to make recommendations for improvements in such organization with a view to strengthening its organization, simplifying its operations, improving its relationships with the other branches, and better enabling it to meet its responsibilities; that the study shall include Senate-House relationships, employment and compensation of officers and employees, and the structure of the various committees of both Houses; and for the functioning of the committee during the 79th Cong. and prohibits recommendations on the rules, parliamentary procedure, practices, precedents, and consideration of any matter on the floor of either House.
9. COMMITTEE ASSIGNMENTS. Sen. Russell, Ga., was appointed to the Joint Committee on the Organization of Congress, vice Sen. Maloney, Conn., and Sen. McMahon, Conn., was appointed to the Special Small Business Committee (p. 1015).
10. PRICE CONTROL; LIVESTOCK INDUSTRY. Sen. Capper, Kans., stated that OPA price ceilings on livestock "reduce meat production rather than stimulate it" and inserted a Drovers Telegram editorial on the subject (pp. 1023-4).
11. MINERALS. Sen. McFarland, Ariz., spoke in favor of his S. 502, to permit the continuation of subsidy payments on strategic metals, minerals, and petroleum (p. 1027).
Agreed, without amendment, to S. Res. 60, continuing the authorization for an investigation concerning the production, transportation, and use of fuels in certain areas west of the Mississippi River (p. 1020).
12. SMALL BUSINESS. Received the Small Business Committee's progress report (S. Rept. 47) (p. 1020).
Banking and Currency Committee reported with amendments S. 105, to amend the Small Business Act (S. Rept. 45) (p. 1020).
13. COMMODITY CREDIT. Sen. Shipe, Minn., inserted a National Cooperative Milk Producers' Federation letter and statement generally favoring the continuation of CCC but pointing out that all the interests of the dairy industry are not protected under the bills S. 298 and H. R. 1450, the CCC bills (pp. 1019-20).
14. RECONSTRUCTION FINANCE CORPORATION. Received RFC's Nov. 1944 report. To Banking and Currency Committee. (p. 1017).
15. FORESTRY; RESEARCH. Received a Calif. legislature resolution urging Congress to appropriate funds annually for the maintenance and operation of the San Joaquin Experimental Range (p. 1018).

beginning at 10:30 a. m., Wednesday, February 14, 1945, on the bill (H. R. 97) to amend the act entitled "An act to supplement existing laws against unlawful restraints and monopolies, and for other purposes" (with respect to certain patent matters). The hearing will be held in the Judiciary Committee room, 346 House Office Building.

COMMITTEE ON IMMIGRATION AND NATURALIZATION

(Wednesday, February 14, 1945)

There will be a meeting of the Committee on Immigration and Naturalization at 10:30 o'clock a. m. on Wednesday, February 14, 1945.

COMMITTEE ON INVALID PENSIONS

(Thursday, February 15, 1945)

There will be a meeting of the Committee on Invalid Pensions at 11 a. m., Thursday, February 15, 1945, for organization purposes.

COMMITTEE ON THE MERCHANT MARINE AND FISHERIES

NOTICE OF POSTPONEMENT OF HEARINGS

The hearings on H. R. 1425, the post-war ship disposal bill, scheduled to begin on Thursday, February 15, 1945, have been postponed until Thursday, March 1, 1945, at 10 o'clock a. m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

201. A letter from the Acting Librarian of Congress, transmitting the annual report of the Librarian of Congress for the fiscal year ending June 30, 1944, and the annual report of the Register of Copyrights for the same period; to the Committee on the Library.

202. A letter from the Secretary of the Navy, transmitting a draft of a proposed bill to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire at the United States naval training center, Farragut, Idaho, on July 10, 1944; to the Committee on Claims.

203. A letter from the Secretary of War, transmitting a report showing the name, age, legal residence, rank, branch of the service, with special qualifications therefor, of each person commissioned in the Army of the United States without prior commissioned military service for the period December 1, 1944, to January 31, 1945; to the Committee on Military Affairs.

204. A letter from the Attorney General, transmitting a draft of a proposed bill to amend section 48 of the Criminal Code relating to receiving of stolen public property; to the Committee on the Judiciary.

205. A letter from the Attorney General, transmitting a draft of a proposed bill to amend the act of October 14, 1940, to permit eviction proceedings brought thereunder to be instituted in the Federal courts; to the Committee on Public Buildings and Grounds.

206. A letter from the Archivist of the United States, transmitting a report on records proposed for disposal by various Government agencies; to the Committee on the Disposition of Executive Papers.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. MANASCO: Committee on Expenditures in the Executive Departments. H. R.

129. A bill to provide for the barring of certain claims by the United States in connection with Government checks and warrants; with amendment (Rept. No. 101). Referred to the Committee of the Whole House on the state of the Union.

Mr. JOHN J. DELANEY: Committee on Rules. House Resolution 127. Resolution for the consideration of S. 35, authorizing the consideration, repair, and preservation of certain public works on rivers and harbors, and for other purposes; without amendment (Rept. No. 102). Referred to the House Calendar.

Mr. CANNON of Missouri: Committee on Appropriations. House Joint Resolution 100. Joint resolution making an additional appropriation for the fiscal year 1945 for the Public Health Service; without amendment (Rept. No. 103). Referred to the Committee of the Whole House on the state of the Union.

Mr. PETERSON of Florida: Committee on the Public Lands. H. R. 1705. A bill providing for the appointment of a United States commissioner for the Big Bend National Park in the State of Texas, and for other purposes; without amendment (Rept. No. 104). Referred to the Committee of the Whole House on the state of the Union.

Mr. SNYDER: Committee on Appropriations. H. R. 2126. A bill making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes; without amendment (Rept. No. 105). Referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. BARRETT of Wyoming:

H. R. 2109. A bill to abolish the Jackson Hole National Monument as created by Presidential Proclamation No. 2578, dated March 15, 1943, and to restore the lands belonging to the United States within the exterior boundaries of said monument to the same status held immediately prior to the issuance of said proclamation; to the Committee on the Public Lands.

H. R. 2110. A bill to repeal section 2 of the act entitled "An act for the preservation of American antiquities," approved June 8, 1906; to the Committee on the Public Lands.

By Mr. BOYKIN:

H. R. 2111. A bill to extend temporarily the time for filing applications for letters patent, and for other purposes; to the Committee on Patents.

By Mr. FARRINGTON:

H. R. 2112. A bill to permit the naturalization of native-born Filipinos; to the Committee on Immigration and Naturalization.

By Mr. FLANNAGAN:

H. R. 2113. A bill to amend the Federal Farm Loan Act, the Emergency Farm Mortgage Act of 1933, the Federal Farm Mortgage Corporation Act, the Servicemen's Readjustment Act of 1944, and for other purposes; to the Committee on Agriculture.

By Mr. FORAND:

H. R. 2114. A bill to provide for the establishment and maintenance of a national cemetery in every State; to the Committee on Military Affairs.

By Mr. GRANGER:

H. R. 2115. A bill relating to the domestic raising of fur-bearing animals; to the Committee on the Merchant Marine and Fisheries.

By Mr. HARE:

H. R. 2116. A bill providing for termination of the family allowance under the Servicemen's Dependents Allowance Act of 1942, with respect to a wife adjudged by a compe-

tent court to have committed adultery or fornication; to the Committee on Military Affairs.

By Mr. HINSHAW:

H. R. 2117. A bill to extend the franking privilege to persons receiving hospital treatment furnished by the Veterans Administration; to the Committee on the Post Office and Post Roads.

By Mr. HOFFMAN:

H. R. 2118. A bill to restore one of the "four freedoms," the freedom of expression; to the Committee on the Judiciary.

By Mr. JACKSON:

H. R. 2119 (by request). A bill to authorize the Secretary of the Interior to contract with the Middle Rio Grande Conservancy District of New Mexico for the payment of operation and maintenance charges on certain Pueblo Indian lands; to the Committee on Indian Affairs.

By Mr. MARTIN of Massachusetts:

H. R. 2120. A bill to amend the Revised Statutes of the United States by adding the following new section, to be known as section 5219A; to the Committee on the Public Lands.

By Mr. MONRONEY:

H. R. 2121. A bill to confer jurisdiction in the United States courts in cases involving work stoppage for illegitimate and nonlabor purposes; to the Committee on the Judiciary.

By Mr. RANDOLPH:

H. R. 2122. A bill to extend to 6 months after the termination of hostilities the period during which females may be employed in the District of Columbia for more than 8 hours a day, or 48 hours a week, under temporary permits; to the Committee on the District of Columbia.

By Mr. RANKIN:

H. R. 2123. A bill authorizing the Administrator of Veterans' Affairs to grant an easement in certain lands of the Veterans Administration, Dallas, Tex., to Dallas County, Tex., for highway purposes; to the Committee on World War Veterans' Legislation.

By Mr. SPENCE:

H. R. 2124. A bill to amend sections 11 (c) and 16 of the Federal Reserve Act, as amended, and for other purposes; to the Committee on Banking and Currency.

By Mr. WELCH:

H. R. 2125. A bill to amend the Canal Zone Code; to the Committee on the Merchant Marine and Fisheries.

By Mr. CANNON of Missouri:

H. J. Res. 100. Joint resolution making an additional appropriation for the fiscal year 1945 for the Public Health Service; to the Committee on Appropriations.

By Mr. SPENCE:

H. J. Res. 101. Joint resolution extending the effective period of the Emergency Price Control Act of 1942, as amended, and the Stabilization Act of 1942, as amended; to the Committee on Banking and Currency.

By Mr. JACKSON:

H. Res. 128. Resolution to authorize the Committee on Indian Affairs to investigate the condition of the American Indian in the United States and the Territory of Alaska; to the Committee on Rules.

By Mr. KEARNEY:

H. Res. 129. Resolution to investigate erroneous statements concerning the Battle of Saipan; to the Committee on Rules.

By Mr. MUNDT:

H. Res. 130. Resolution to authorize the Committee on Indian Affairs to investigate the condition of the American Indian in the United States; to the Committee on Rules.

MEMORIALS

Under clause 3 of rule XXII, memorials were presented and referred, as follows:

By the SPEAKER: Memorial of the Legislature of the State of California, memorializing the President and the Congress of the

ion, cannot be circumvented except through inaction on the part of the House.

Mr. McCORMACK. Mr. Speaker, will the gentleman yield?

Mr. HINSHAW. I yield.

Mr. McCORMACK. Does the gentleman object to Members of the House passing upon the very treaty that he refers to that is now pending in the other body?

Mr. HINSHAW. That is exactly my point. I think the House of Representatives should carry out its power through its legislative function prior to the treaty's being approved by the Senate.

Mr. McCORMACK. That is not my question. My question is: does the gentleman object to the Members of the House passing upon the pending treaty in the other body.

Mr. HINSHAW. I have no objection.

Mr. RANKIN. Mr. Speaker, will the gentleman yield?

Mr. HINSHAW. I yield.

Mr. RANKIN. If we are going to change the Constitution with reference to the ratification of treaties by the House, I believe the House should be given the power to pass or the confirmation of Presidential appointees.

Mr. HINSHAW. I hope the gentleman from Mississippi will not interject that material into this particular discussion. I appreciate the gentleman's viewpoint.

Mr. RANKIN. I may say to the gentleman that it undoubtedly will be raised when this matter comes before the House; we might as well discuss it now.

Mr. HINSHAW. Not in my time, if the gentleman please. I appreciate the gentleman's ideas.

Mr. RANKIN. I beg the gentleman's pardon. The gentleman is interested in the case connected with the water treaty.

Mr. HINSHAW. I am interested in treaties of all kinds, but, of course, especially in the treaty which is pending before the Senate now.

Mr. RANKIN. Mr. Speaker, I ask unanimous consent that the gentleman from California may have 5 additional minutes; I took up a part of his time.

The SPEAKER. Does the gentleman from California desire 5 additional minutes?

Mr. HINSHAW. I would appreciate 5 additional minutes, Mr. Speaker.

The SPEAKER. Without objection, the gentleman from California is recognized for 5 additional minutes.

There was no objection.

Mr. RANKIN. Let me say to the gentleman from California that I have an open mind on the question of that water treaty to which he refers. I am intensely interested in it, because it involves the question of water power in the Western States.

Mr. HINSHAW. It involves more than that.

Mr. RANKIN. I was not trying to sidetrack the gentleman from a discussion of that important issue.

Mr. HINSHAW. It involves rights to a great deal more than water power; it involves, of course, the question of the lifeblood of the West, which is water itself.

But, speaking generally on the subject of treaties, the House has on numerous occasions in the past taken cognizance of the fact that a treaty was pending before the United States Senate, and by resolution, the House on occasion has called the Senate's attention to the privileges and prerogatives of the House in connection therewith. For example, in 1852 when the Gadsden Purchase Treaty was before the United States Senate, the House of Representatives through a resolution by its Appropriations Committee, I believe, called upon the Senate not to complete its act of ratification until the necessary appropriations legislation providing for the \$10,000,000 that was to be expended pursuant to the treaty in the purchase of the land, had been passed. A considerable debate ensued in the House of Representatives. I believe it lasted 2 or 3 days under the then rules of the House which I presume are the same today, namely, that a question of constitutional privilege of the House called for unlimited debate unless a unanimous consent arrangement had been made in advance of entering upon the debate. I believe it lasted 3 or 4 days. In the meantime, of course, the Senate decided they should give ear to the House, and the House did ultimately appropriate \$10,000,000 for this purpose.

It may interest the Members of the House present to know that history shows there was also a question of whether they should spend an additional \$5,000,000 and buy a large piece of the Mexican State of Sonora and all of Lower California known as Baja California. It would have been a very cheap purchase, but the legislative body of that time did not have the foresight apparently that can come only with living longer and looking back on history. So Lower California and a piece of Sonora large enough to give us entry from the Gulf of California was not acquired at that time, 1852. The Congress was feeling parsimonious after the War of 1848.

Prior to 1852 there were numerous other occasions on which the question of the privilege of the House in connection with the treaty-making power was brought out on the floor of the House through questions of the privilege of the House.

I believe that the first instance was at the time of George Washington in connection with the Jay Treaty in 1793. That is a long time back. The House itself has not since 1881 chosen to exercise any positive right or privilege or prerogative in connection with treaties that have been ratified by the Senate. No doubt that was because the House was satisfied with the terms of the treaties and no one raised the question; nevertheless, it is quite possible that in connection with this Mexican water treaty, this gentleman from California now addressing the House, or some other person may want to represent to the House again the privileges of the House in connection with that treaty.

The SPEAKER. The time of the gentleman has expired.

PERMISSION TO ADDRESS THE HOUSE

Mr. RYTER. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Connecticut?

There was no objection.

THADDEUS KOSCIUSKO

Mr. RYTER. Mr. Speaker, I wish to add my slight contribution to the remarks of the gentleman from Wisconsin on Thaddeus Kosciusko. "For your freedom and ours," was his credo. He was the first true internationalist of his day who realized that the threat to freedom anywhere is a threat to the freedom of the world.

I hope that we will repay the debt of gratitude we owe Kosciusko by being eternally vigilant of the dangers to democracy and by seeing to it that his beloved country shall once more rise a free, sovereign, and independent nation.

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to Mr. WASIELEWSKI, for 5 days, on account of official business.

EXTENSION OF REMARKS

Mr. HINSHAW asked and was given permission to revise and extend his remarks in the RECORD.

ADJOURNMENT

Mr. McCORMACK. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 1 o'clock and 32 minutes p. m.) the House adjourned until tomorrow, Tuesday, February 13, 1945, at 12 o'clock noon.

COMMITTEE HEARINGS

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

(Tuesday, February 13, 1945)

There will be a meeting of the Committee on Interstate and Foreign Commerce at 10 o'clock a. m., Tuesday, February 13, 1945, to resume hearings on H. R. 1362, railroad retirement bill.

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS

(Tuesday, February 13, 1945)

The Committee on Public Buildings and Grounds will hold a meeting on Tuesday, February 13, 1945, at 10:30 a. m., on House Joint Resolution 59.

COMMITTEE ON THE JUDICIARY

(Wednesday, February 14, 1945)

On Wednesday, February 14, 1945, at 10 a. m., there will be a hearing before Subcommittee No. 1 of the Committee on the Judiciary on the joint resolution (H. J. Res. 62) proposing an amendment to the Constitution of the United States empowering Congress to grant representation in the Congress and among the electors of President and Vice President to the people of the District of Columbia. The hearing will be held in room 362 (caucus room), Old House Office Building.

(Wednesday, February 14, 1945)

Subcommittee No. 3 of the Committee on the Judiciary will hold a hearing be-

[COMMITTEE PRINT]

79TH CONGRESS } 1st Session }	HOUSE OF REPRESENTATIVES {	REPORT No. 105
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WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION
BILL, FISCAL YEAR 1946

FEBRUARY 12, 1945.—Committed to the Committee of the Whole House on the
state of the Union and ordered to be printed

Mr. SNYDER, from the Committee on Appropriations, submitted the
following

R E P O R T

[To accompany H. R. 2126]

The Committee on Appropriations submits the following report in
explanation of the accompanying bill making appropriations for civil
functions of the War Department for the fiscal year ending June 30,
1946.

APPROPRIATIONS AND ESTIMATES

The Budget estimates of appropriations forming the bases of con-
sideration for committee action will be found in the Budget for the
fiscal year 1946 on the pages indicated in the following table:

	Pages upon which esti- mates appear in 1946 Budget
Cemeterial expenses (normal)-----	642-643
Alaska communications system (normal)-----	643
Rivers and harbors-----	697-698
Flood control-----	644-645, 698-700
U. S. Soldiers' Home, Washington, D. C.-----	645
Panama Canal-----	646-653

The bill carries a total of direct appropriations of \$99,165,940.
This amount is \$3,309,900 less than the appropriations for 1945 and
\$97,300 less than the Budget estimates for 1946. A detailed com-
parison of the amounts carried in the bill, the Budget estimates, and
the appropriations for 1945 by items will be found beginning on
page 8 of this report.

CEMETERIAL EXPENSES

For maintaining and improving national cemeteries the bill proposes \$1,658,700, which is a reduction of \$7,300 from the Budget figure but an increase of \$42,000 over the current fiscal year. War conditions account for the increase. There are other expenses, normally charged to this appropriation, which are being borne by military appropriations during the war. They are obviously unpredictable.

The reduction from the Budget figure is the result of disapproval, at the present time, of funds for plans for the replacement of lodges at Fayetteville, Arkansas, National Cemetery, and at Keokuk, Iowa, National Cemetery in the amount of \$10,000 each, and a flagpole at Jefferson Barracks National Cemetery, Missouri, in the amount of \$2,300. The latter amount is considered to be excessive.

Pursuant to an act approved December 7, 1944, Public Law 470, Seventy-eighth Congress, the Chattanooga National Cemetery was transferred from the jurisdiction of the Secretary of the Interior to the Secretary of War for administration. Unexpended funds were likewise transferred. The act, however, was passed after the estimates for cemeteries for fiscal year 1946 were submitted to and approved by the Budget. Consequently, the estimates upon which this bill is based carried no funds for the Chattanooga National Cemetery. The Quartermaster General's Office has suggested that \$15,000 is a reasonable amount for the maintenance, care, and operation of this cemetery, based upon experience prior to June 10, 1933, when it was under the jurisdiction of the War Department, and the committee has included such amount in the bill.

No provision is included for additional cemeteries, but funds are provided for the development in Arlington National Cemetery of some 9 acres as a burial section, and for the improvement in Keokuk, Iowa, National Cemetery of an adjoining tract donated by the city of Keokuk.

ALASKA COMMUNICATION SYSTEM

The Alaska communication system, serving both civil and military needs, has been operated by the Signal Corps since 1901. During the pre-war period the system comprised 22 stations, 21 in Alaska and 1 at Seattle, Wash. At this time there are 38 stations, 37 distributed over the whole of Alaska and 1 at Seattle. Pre-war receipts for commercial traffic of approximately \$375,000 a year were more than doubled during the fiscal year 1944 and the trend for the first part of the present fiscal year is upward.

The Budget has recommended the same amount of \$227,840 for fiscal 1946 as has been carried each year since fiscal 1943. This does not represent the cost of conducting the commercial traffic but is the pre-war level at which the appropriation was frozen as a basing figure when peacetime operation is resumed. Costs in excess of such amount are paid from the military appropriations, since the military requirements at this time greatly exceed civilian requirements.

Earnings of the system during 1944 in the amount of \$447,000 have been deposited in the Treasury as "Miscellaneous receipts."

CORPS OF ENGINEERS

RIVERS AND HARBORS

The civil works program assigned to the Corps of Engineers is being carried forward at the minimum rate essential to the adequate operation of completed works and maintenance of channels and for the accomplishment of improvements vital to the war effort. Construction of civil works has ceased, except for a few projects determined to be in accordance with Federal policies as to wartime construction. The many projects which were under construction at the beginning of the war and on which construction has been suspended are being so maintained as to preserve the partially completed structures and, where feasible, are being operated to secure to the Nation the maximum benefits available from the partially completed improvements.

The Budget estimate, which is proposed to be allowed in this bill, is for \$41,358,000. It will be augmented by approximately \$10,000,000 from the 1945 appropriations, representing miscellaneous items where manpower, materials, or some other item of expense could not be secured in the current fiscal year. The 1946 proposed expenditures are explained in more detail in the following paragraphs.

The estimate of \$3,970,000 for new river and harbor works insures the holding of such construction to a minimum until the more urgent manpower and material requirements of the war have been satisfied. The amounts provided for new work follow:

New York and New Jersey Channels.....	\$1, 600, 000
Caloosahatchee River and Lake Okeechobee drainage areas, Florida.....	165, 000
Mississippi River between the Ohio and Missouri Rivers.....	1, 000, 000
Ohio River open-channel work.....	507, 000
Kanawha River, W. Va.....	198, 000
Illinois waterway, Illinois.....	500, 000
Total.....	3, 970, 000

Approximately \$25,000,000 will be required to complete these projects after the expenditure of the above amount.

New work funds were provided for the Gulf Intracoastal Waterway and the Missouri River between the mouth and Sioux City, Iowa, for the current fiscal year. In the place of these two projects in the new work funds for 1946 are New York and New Jersey Channels, and Caloosahatchee River and Lake Okeechobee drainage areas, Florida. The sum of \$1,600,000 will be spent for dredging and rock excavation in the New York and New Jersey Channels and \$165,000 on the other project.

Other river and harbor projects shown on page 18 of the hearings on which construction has been deferred or curtailed during the war are being maintained to preserve the partially completed structures. Their completion will cost upward of \$76,000,000. Other projects numbering some 190 are in a stand-by or inactive status and will require an expenditure of some \$72,000,000 to complete them. In addition, there are nearly 1,000 authorized active river and harbor projects scattered throughout the continental United States, Puerto Rico, Alaska, and the Hawaiian Islands which either have been completed or substantially improved, and they are serving useful purposes to

general navigation and wartime shipping. They are now carrying a tonnage approximately 40 percent greater than during the past 3 years. The ports of the country also have been put to greater use during the past 3 years. It has been necessary to establish in the Engineer Department decentralized district organizations with a considerable amount of floating and land plant, and shop and yard facilities to operate and maintain efficiently and economically the large number of varied projects. Continuing examinations and surveys must be made. The backlog of deferred maintenance appears to be increasing.

The projects fully completed and in use and those partially completed and in limited use must be maintained, and there is proposed to be allowed in the present bill \$40,384,000 for maintenance items. The sum of \$6,315,000 is for replacement of two hopper dredges necessary in maintenance work. This amount plus the amounts provided during the current fiscal year allow for the construction of five hopper dredges to replace the same number which are more than 35 years of age, at which age it is economical to replace them.

The amounts proposed to be allowed in this estimate appear to be minimum amounts necessary at this time, and many of the items must be increased as soon as conditions will permit.

FLOOD CONTROL (GENERAL)

The appropriation request in the amount of \$14,037,000, as approved by the Bureau of the Budget, is proposed to be allowed for fiscal year 1946. It includes slightly more than \$7,000,000 for new work, consisting largely of strengthening or completing projects where critical conditions warrant the undertaking of the work when materials and manpower are available. The proposed application of these funds is as follows:

Construction:

Clear Creek drainage and levee district, Illinois.....	\$874, 000
East St. Louis and vicinity, Illinois.....	1, 000, 000
Wood River drainage and levee district, Illinois.....	1, 495, 000
Harrisonville and Ivy Landing drainage and levee district No. 2, Illinois.....	1, 140, 000
Perry County drainage and levee districts Nos. 1, 2, and 3, Missouri.....	995, 000
York, Pa.....	450, 000
Brevoort levee, Indiana.....	300, 000
Levee Unit No. 8, Indiana.....	230, 000
Gill Township levee unit, Indiana.....	60, 000
Muskingum River reservoirs, Ohio.....	500, 000

Total.....	7, 044, 000
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For maintenance of completed works there is proposed an amount of \$1,308,000, which is to cover the operation of reservoirs and other flood-control projects, where authorized by existing law, and essential maintenance work necessary to keep such projects in safe operating condition. The projects on which maintenance is required are shown on pages 48 and 49 of the hearings.

In proposing the Budget estimate of \$2,000,000 for the preparation of plans and specifications for the post-war construction program the committee realizes that such amount does not permit of as much progress as perhaps should be made. Moreover, late in the Seventy-eighth Congress and after these estimates for the fiscal year 1946 had been presented to the Budget, and perhaps had been acted upon, there was approved a flood-control act authorizing rather comprehensive flood-control plans and projects for the benefit of navigation and control of destructive floodwaters in the interest of national security and with a view toward providing an adequate reservoir of useful and worthy public works for the post-war construction program. The above planning money is not intended for such program. It is understood that a supplemental amount will be requested for the preliminary phases of such work.

It would appear most essential that advance planning for post-war construction of flood-control projects should be expedited. The Department has presented a plan for readying projects, entailing a construction outlay of a billion dollars. We have provided \$27,000,000 to date for planning work. Approximately \$23,000,000 additional is needed. By June of this year, the work that has been planned and will be ready to be undertaken would provide a total of 750,000 man-years of employment, at a cost of \$780,000,000. The completed projects, estimated to cost \$1,000,000,000, would provide 962,000 man-years of work. Your Committee recommends full provision for advance planning in order that there may be no dearth of worthwhile projects when it becomes necessary or desirable to embark upon a large-scale public works program.

FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES

For this activity the committee recommends the Budget estimate of \$30,000,000, which is less than the average annual appropriation for the past 16 years. The work is being prosecuted in accordance with acts of Congress which have authorized a total of \$862,982,000, of which there has been appropriated \$517,107,424. The amount herein provided will permit a continuation of the work of bringing the main line Mississippi River levees to project grade and section consistent with wartime conditions.

The committee has been aided in its consideration of flood-control matters by the counsel and advice of the Honorable William M. Whittington, of Mississippi, chairman of the Committee on Flood Control.

EMERGENCY FUND FOR FLOOD CONTROL ON TRIBUTARIES OF MISSISSIPPI RIVER

The \$500,000 provided in the bill is the same as the Budget estimate, and the same amount as was provided for the current fiscal year. Of the \$20,000,000 authorized by acts of Congress since 1928 for emergency repairs on flood-control work on the tributaries of the Mississippi River, \$11,200,000 has been appropriated. Of this amount there remains available a little less than \$1,000,000, which will be augmented by the present appropriation to meet emergency flood conditions during the coming fiscal year.

FLOOD CONTROL, SACRAMENTO RIVER, CALIF.

The \$2,050,000 estimated by the Budget and approved by your committee is a reduction below the current fiscal year's appropriation of \$750,000. The amount proposed contemplates continuation of the work at the same rate as during the present year. The project provides protection to cities and to thousands of acres of farm land and to strategic rail and highway routes running eastward from the Pacific coast and running north and south through the valley, as well as to military installations.

FEDERAL WATER MAINS OUTSIDE THE DISTRICT OF COLUMBIA

The Budget estimate of \$12,000 for this item is approved. It is the same amount as appropriated for the present fiscal year and testimony disclosed that for the first one-half of the present fiscal year there has been used approximately \$6,000 or one-half the amount requested. The water mains here under consideration are a continuation of the District water-supply system and serve the Arlington Farms area across the Memorial Bridge, including the Pentagon Building, dormitories for employees over there, the Navy Department Building, the National Airport, and other installations. From this fund the engineers take care of all the connections, miscellaneous breaks, etc., in the rather extensive system.

UNITED STATES SOLDIERS' HOME

The amount of the Budget estimate, \$1,213,600, is approved by the committee. The requirement contained in the language of the current fiscal year's appropriation act to the effect that the appropriation shall not be available for the payment of a rate for hospitalization of members of the home in Army hospitals in excess of that established by the Secretary of War, upon the recommendation of the Board of Commissioners of the home, is continued but rephrased. The intent to limit the rate to that fixed by the Secretary of War, upon the recommendation of the Board of Commissioners of the home, appears clear in either the language of the current act or by that which is proposed to replace such language.

The fund from which the amount provided herein is to be appropriated is a trust fund held in the Treasury and is made up from three sources: First, from contributions made by each soldier of the Regular Army of 10 cents per month; second, fines and forfeitures which are imposed upon soldiers of the Regular Army; and, third, the 3 percent which is paid on the funds held in the Treasury. During recent years this fund has been growing until there is now on hand or due approximately \$13,400,000.

The population of the home varies from day to day and has shown a downward tendency during the past few years. At the time of the hearing the population was 1,166, but the estimates are based on an average of 1,232. During these times some of the members have availed themselves of the opportunity to aid the war effort by securing employment. With the cessation of hostilities it is anticipated some of these members will return to the home.

The estimates include \$45,000 for detailed architectural and engineering plans and specifications for improvements which are needed and should be ready to start in the post-war era.

THE PANAMA CANAL

The bill proposes an appropriation of \$8,108,000, which is a reduction of \$1,071,600 below the amount appropriated for fiscal year 1945, and a reduction of \$90,000 from the Budget estimate. The reduction from the Budget estimate is made in the item for "Construction of additional facilities, Panama Canal." Other items are approved as proposed by the Budget.

Prior to the war period the Panama Canal was predominantly a commercial enterprise showing receipts from tolls for a number of years in excess of \$23,000,000 per annum. In recent years its commercial utilization has declined until receipts from tolls approximate only \$5,000,000 per annum, but its importance as a military and naval asset has greatly increased. The facilities have been utilized to a much greater extent than in previous years and it would appear that the time is rapidly approaching when there will be need for improvements and replacements that have been neglected or held in abeyance until a more propitious time.

Funds in the amount of \$424,000 are provided for post-war plans and specifications in order that they may be completed and ready for the inauguration of work when manpower and materials are available.

With regard to the Panama Canal the committee desires to call attention to the report of the General Accounting Office Committee to the Comptroller General of the United States, submitted July 19, 1944, a copy of which was filed with the chairman of the Committee on Appropriations, as follows:

INTERMINGLING OF CASH BY THE COLLECTOR AND THE PAYMASTER

(150) With respect to the counting of cash in the hands of the collector and the paymaster, principal accountable officers of the Panama Canal, this committee was faced with the same conditions that have confronted former committees. The committee did not count the cash in the custody of these officers but accepted certificates of the Comptroller, the Panama Canal, for the amount of cash to the credit of the agencies whose accounts were examined. As has been reported by previous committees no verification of Panama Canal and Canal Zone funds actually in the hands of the collector and the paymaster at any given date can be effected, because such funds are intermingled with Panama Railroad Company funds (48 U. S. C. 1327), and the committee was not authorized to examine the accounts of the railroad or its business auxiliaries. While a segregation is made in the accounting department of the thousands of transactions affecting the Canal, the railroad, and the Canal Zone government, thereby enabling the collector and the paymaster to maintain book controls with respect to their accountability to these agencies, nevertheless there is no physical separation of the cash belonging to such agencies in those offices. Therefore, the counting of cash in either office by representatives of the General Accounting Office (or by the private firm of accountants who audit the accounts of the Panama Railroad Company) to determine that cash is on hand in sufficient amounts to equal the stated accountability of only one or less than all of the agencies involved would be futile.

(151) In connection with this recurring question of "cash intermingling" there is submitted for the attention and consideration of those concerned a prior committee's suggestion that: "* * * a complete audit should include verification and reconciliation with submitted or approved accounts of all cash in the offices of the collector, the paymaster, and other fiscal officers, pertaining to the Panama Canal, the Panama Railroad, and the Canal Zone government, as well as special

deposit or trust funds, which verification could readily be accomplished if concurrent audits of accounts of all such agencies of the Government were made in the Canal Zone, preferably on a fiscal-year basis."

(152) With respect to Canal Zone funds it is to be noted that accounts, records, and other data relative thereto have been made available to committees for verification and audit, but no accounting for such funds is rendered to the General Accounting Office. These funds, consisting of postal money order and savings funds, and clubhouse funds derived from operations of restaurants, motion-picture theaters, cigar and newsstands, bowling alleys, swimming pools, etc., are received and disbursed by the collector, who accounts therefor to the Comptroller, the Panama Canal. While it appears that these funds are quasi-public or trust funds of the classes comprehended by the provisions of section 19 and/or 20 of the Permanent Appropriation Repeal Act, 1934 (48 Stat. 1232-1233), and properly subject for accounting to the General Accounting Office, it is believed that the verification thereof by General Accounting Office committees, while on the Isthmus, is sufficient in scope and detail to meet the audit requirements of the General Accounting Office, and that no further accounting to said office for such funds need be furnished by the Canal Zone Government.

(153) Insofar as the Panama Railroad Company is concerned the Acting Comptroller General in his annual report for the fiscal year 1937 held that in view of Executive Order No. 2135, dated February 4, 1915, there is no present legal authority for requiring the railroad company to render an accounting to the General Accounting Office. The accounts of the Panama Railroad Company are approved and audited by the Comptroller, the Panama Canal, and subjected annually under contractual arrangement to an additional restricted examination by a firm of public accountants. On the basis of actual costs as reflected in the records it is believed that the annual audits of the accounts of the Panama Railroad Company and its business auxiliaries could be made by enlarged General Accounting Office committees concurrently with the verification of the accounts of the other agencies on the Isthmus at no greater, and in all probability, at much less cost to the Government than under the present arrangements with the firm of public accountants, and with the additional advantages which, obviously, would accrue from complete and simultaneous audits of all activities on the Zone.

The committee is of the opinion that the recommendations of the General Accounting Office Committee to the Comptroller General have merit and respectfully suggests that the proper legislative committee of the House of Representatives give the matter early attention.

The committee notes with approval that in accordance with the favorable financial showing of the Hotel Tivoli, mentioned in last year's hearing, the Panama Canal has renegotiated the rental agreement with the Panama Railroad Company and is now receiving a rental of \$36,000 per annum as contrasted with the nominal rental of only \$12 per annum received during the period of years when the hotel was operating at a deficit. Operations for the 8 months ending February 29, 1944, produced a net revenue of \$100,422.67, or an average monthly profit of approximately \$12,500.

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1946

Comparative statement of the amounts appropriated for the fiscal year 1945, the Budget estimates for the fiscal year 1946, and the amounts recommended in the accompanying bill for 1946

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION, 1946

9

	Appropriations, 1945	Estimates, 1946	Amount recommended in the bill for 1946	Increase (+) or decrease (-), bill compared with 1945 appropriations	Increase (+) or decrease (-), bill compared with 1946 Budget estimates
Quartermaster Corps:					
Cemeterial expenses-----	\$1, 224, 000	\$1, 666, 000	\$1, 658, 700	+\$434, 700	-\$7, 300
Signal Corps:					
Alaska communication system-----	227, 840	227, 840	227, 840		
Corps of Engineers:					
Rivers and harbors:					
Maintenance and improvement----	1 54, 124, 000	41, 358, 000	41, 358, 000	-12, 766, 000	
Flood control:					
General-----	2 7, 230, 100	14, 037, 000	14, 037, 000	+6, 806, 900	
Mississippi River-----	26, 000, 000	30, 000, 000	30, 000, 000	+4, 000, 000	
Emergency fund-----	500, 000	500, 000	500, 000		
Sacramento River, Calif-----	2, 800, 000	2, 050, 000	2, 050, 000	-750, 000	
Maintenance and operation, Federal water mains-----	12, 000	12, 000	12, 000		
Total, Corps of Engineers-----	90, 666, 100	87, 957, 000	87, 957, 000	-2, 709, 100	

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1946—Continued

Comparative statement of the amounts appropriated for the fiscal year 1945, the Budget estimates for the fiscal year 1946, and the amounts recommended in the accompanying bill for 1946—Continued

	Appropriations, 1945	Estimates, 1946	Amount recommended in the bill for 1946	Increase (+) or decrease (-), bill compared with 1945 appropriations	Increase (+) or decrease (-), bill compared with 1946 Budget estimates
U. S. Soldiers' Home:					
Maintenance and operation-----	\$1, 177, 500	\$1, 213, 600	\$1, 213, 600	+\$36, 100	
Panama Canal:					
Maintenance and operation-----	5, 850, 000	4, 137, 000	4, 137, 000	-1, 713, 000	
Sanitation-----	1, 854, 000	1, 784, 200	1, 784, 200	-69, 800	
Civil government-----	³ 1, 476, 400	1, 377, 000	1, 377, 000	-99, 400	
Construction and additional facilities-----		900, 600	810, 600	+\$10, 600	-\$90, 000
Total, Panama Canal-----	9, 180, 400	8, 198, 800	8, 108, 800	-1, 071, 600	-90, 000
Total, regular annual appropriations, War Department civil functions-----	⁴ 102, 475, 840	99, 263, 240	99, 165, 940	-3, 309, 900	-97, 300

¹ \$2,780,000 in First Supplemental Appropriation Act, 1945.

² \$7,230,000 in First Supplemental Appropriation Act, 1945.

³ \$10,400 in First Supplemental Appropriation Act, 1945.

⁴ \$10,020,400 in supplemental acts.

PERMANENT AND INDEFINITE APPROPRIATIONS

TRUST FUNDS AND SPECIAL ACCOUNT

	Appropriations, 1945	Estimates, 1946	Increase (+) or decrease (-), estimates compared with 1945 appropriations
Corps of Engineers:			
Funds contributed for river and harbor improvements-----	¹ \$107, 500	\$67, 500	— \$40, 000
Payment to States, Flood Control Act, June 28, 1938, as amended-----	¹ 65, 000	65, 000	-----
Canal Zone:			
Postal funds-----	458, 252	458, 252	-----
Total, permanent appropriations-----	765, 752	725, 752	— 40, 000

¹ Revised.

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Union Calendar No. 29

79TH CONGRESS
1ST SESSION

H. R. 2126

[Report No. 105]

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 12, 1945

Mr. SNYDER, from the Committee on Appropriations, reported the following bill; which was committed to the Committee of the Whole House on the state of the Union and ordered to be printed

A BILL

Making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 That the following sums are appropriated, out of any money
- 4 in the Treasury not otherwise appropriated, for the fiscal year
- 5 ending June 30, 1946, for civil functions administered by
- 6 the War Department, and for other purposes, namely:

QUARTERMASTER CORPS

CEMETERIAL EXPENSES

For maintaining and improving national cemeteries, including fuel for and pay of superintendents and the superintendent at Mexico City, and other employees; purchase of grave sites; purchase of tools and materials; purchase (not to exceed one), repair, maintenance, and operation of passenger-carrying motor vehicles; care and maintenance of the Arlington Memorial Amphitheater, chapel, and grounds in the Arlington National Cemetery, and that portion of Congressional Cemetery to which the United States has title and the graves of those buried therein, including Confederate graves, and including the burial site of Pushmataha, a Choctaw Indian chief; repair to roadways but not to more than a single approach road to any national cemetery constructed under special Act of Congress; for headstones or markers for unmarked graves of soldiers, sailors, and marines under the Acts approved March 3, 1873, February 3, 1879, February 26, 1929, and April 18, 1940 (24 U. S. C. 279-280b), and civilians interred in post cemeteries; for repairs and preservation of monuments, tablets, roads, fences, and so forth, made and constructed by the United States in Cuba and China to mark the places where American soldiers fell; care, protection, and maintenance of the Confederate Mound in Oakwood Cemetery at Chicago, the Confederate

1 Stockade Cemetery at Johnstons Island, the Confederate
2 burial plats owned by the United States in Confederate
3 Cemetery at North Alton, the Confederate Cemetery, Camp
4 Chase, at Columbus, the Confederate Cemetery at Point
5 Lookout, and the Confederate Cemetery at Rock Island; and
6 for care and maintenance of graves used by the Army for
7 burials in commercial cemeteries, \$1,658,700: *Provided*, That
8 no railroad shall be permitted upon any right-of-way which
9 may have been acquired by the United States leading to a
10 national cemetery, or to encroach upon any roads or walks
11 constructed thereon and maintained by the United States:
12 *Provided further*, That no part of this appropriation shall be
13 used for repairing any roadway not owned by the United
14 States within the corporate limits of any city, town, or
15 village.

16 SIGNAL CORPS

17 ALASKA COMMUNICATION SYSTEM

18 For operation, maintenance, and improvement of the
19 Alaska Communication System, including travel allowances
20 and travel in kind as authorized by law, and operation and
21 maintenance of passenger-carrying vehicles, \$227,840, to
22 be derived from the receipts of the Alaska Communication
23 System which have been covered into the Treasury of the
24 United States, and to remain available until the close of the
25 fiscal year 1947: *Provided*, That the Secretary of War

1 shall report to Congress the extent and cost of any exten-
2 sions and betterments which may be affected under this
3 appropriation.

4 CORPS OF ENGINEERS

5 RIVERS AND HARBORS AND FLOOD CONTROL

6 To be immediately available and to be expended under
7 the direction of the Secretary of War and the supervision of
8 the Chief of Engineers, and to remain available until ex-
9 pended: *Provided*, That the services of such additional tech-
10 nical and clerical personnel as the Secretary of War may
11 deem necessary may be employed only in the Office of the
12 Chief of Engineers, to carry into effect the various appro-
13 priations for rivers and harbors and flood control, surveys,
14 and preparation for and the consideration of river and harbor
15 and flood control estimates and bills, to be paid from such
16 appropriations: *Provided further*, That the expenditures on
17 this account for the fiscal year 1946 shall not exceed
18 \$662,000, and the Secretary of War shall each year,
19 in the Budget, report to Congress the number of persons
20 so employed, their duties, and the amount paid to each:
21 *Provided further*, That any appropriation for civil functions
22 under the Corps of Engineers for the fiscal year 1946
23 shall be available for contracting in such manner as the
24 Secretary of War may determine to be in the public
25 interest without regard to the provisions of section 3709

1 of the Revised Statutes or section 3 of the River and Harbor
2 Act of August 11, 1888.

3 RIVERS AND HARBORS

4 For the preservation and maintenance of existing river
5 and harbor works, and for the prosecution of such projects
6 heretofore authorized as may be most desirable in the inter-
7 ests of commerce and navigation; for survey of northern and
8 northwestern lakes and other boundary and connecting waters
9 as heretofore authorized, including the preparation, correction,
10 printing, and issuing of charts and bulletins and the investi-
11 gation of lake levels; for prevention of obstructive and
12 injurious deposits within the harbor and adjacent waters of
13 New York City; for expenses of the California Débris Com-
14 mission in carrying on the work authorized by the Act
15 approved March 1, 1893, as amended (33 U. S. C. 661,
16 678, and 683); for removing sunken vessels or craft ob-
17 structing or endangering navigation as authorized by law;
18 for operating and maintaining, keeping in repair, and
19 continuing in use without interruption any lock, canal
20 (except the Panama Canal), canalized river, or other
21 public works for the use and benefit of navigation belong-
22 ing to the United States, including maintenance of the
23 Hennepin Canal in Illinois; for payment annually of
24 tuition fees of not to exceed fifty student officers of the
25 Corps of Engineers at civil technical institutions under the

1 provisions of section 127a of the National Defense Act, as
2 amended (10 U. S. C. 535) ; for examinations, surveys, and
3 contingencies of rivers and harbors; for the execution of
4 detailed investigations and the preparation of plans and
5 specifications for projects heretofore or hereafter authorized;
6 for printing and binding, newspapers, lawbooks, books of
7 reference, periodicals; and office supplies and equipment
8 required in the Office of the Chief of Engineers to carry out
9 the purposes of this appropriation, including such printing
10 as may be authorized by the Committee on Printing of the
11 House of Representatives, either during a recess or session
12 of Congress, of surveys authorized by law, and such surveys
13 as may be printed during a recess of Congress shall be
14 printed, with illustrations, as documents of the next succeed-
15 ing session of Congress, and for the purchase in the fiscal
16 year 1946, of not to exceed two hundred motor-propelled
17 passenger-carrying vehicles and five motorboats: *Provided*,
18 That no part of this appropriation shall be expended for any
19 preliminary examination, survey, project, or estimate not
20 authorized by law, \$41,358,000: *Provided*, That from this
21 appropriation the Secretary of War may, in his discretion
22 and on the recommendation of the Chief of Engineers
23 based on the recommendation by the Board of Rivers and
24 Harbors in the review of a report or reports authorized
25 by law, expend such sums as may be necessary for the

1 maintenance of harbor channels provided by a State, munici-
2 pality, or other public agency, outside of harbor lines and
3 serving essential needs of general commerce and navigation,
4 such work to be subject to the conditions recommended by
5 the Chief of Engineers in his report or reports thereon:
6 *Provided further*, That no appropriation under the Corps of
7 Engineers for the fiscal year 1946 shall be available
8 for any expenses incident to operating any power-driven boat
9 or vessel on other than Government business.

10

FLOOD CONTROL

11 Flood control, general: For the construction and main-
12 tenance of certain public works on rivers and harbors for flood
13 control, and for other purposes, in accordance with the pro-
14 visions of the Flood Control Act, approved June 22, 1936,
15 as amended and supplemented, including printing and bind-
16 ing, newspapers, lawbooks, books of reference, periodicals,
17 and office supplies and equipment required in the Office of the
18 Chief of Engineers to carry out the purposes of this appro-
19 priation, and for the purchase in the fiscal year 1946, of not
20 to exceed forty motor-propelled passenger-carrying vehicles
21 and one motorboat, and for preliminary examinations, sur-
22 veys, and contingencies in connection with the flood control,
23 \$14,037,000: *Provided*, That funds appropriated herein may
24 be used for flood-control work on the Salmon River, Alaska,
25 as authorized by law: *Provided further*, That funds appro-

1 priated herein may be used to execute detailed surveys, and
2 prepare plans and specifications, necessary for the construction
3 of flood-control projects heretofore or hereafter authorized or
4 for flood-control projects considered for selection in accord-
5 ance with the provisions of section 4 of the Flood Control Act
6 approved June 28, 1938, and section 3 of the Flood Control
7 Act approved August 18, 1941 (55 Stat. 638): *Pro-*
8 *vided further*, That the expenditure of funds for completing
9 the necessary surveys shall not be construed as a
10 commitment of the Government to the construction of any
11 project: *Provided further*, That no part of appropriations
12 made available to the Secretary of Agriculture for prelimi-
13 nary examinations and surveys, as authorized by law, for
14 run-off and water-flow retardation and soil-erosion preven-
15 tion on the watersheds of flood-control projects, shall be obli-
16 gated for initiating work upon new projects or for prosecut-
17 ing work upon projects heretofore commenced, unless they
18 accord with priorities specifically approved by the Secretary
19 of War and the Secretary of Agriculture.

20 Flood control, Mississippi River and tributaries: For
21 prosecuting work of flood control in accordance with the pro-
22 visions of the Flood Control Act approved May 15, 1928, as
23 amended (33 U. S. C. 702a), including printing and bind-
24 ing, newspapers, lawbooks, books of reference, periodicals,
25 and office supplies and equipment required in the Office of

1 the Chief of Engineers to carry out the purposes of this
2 appropriation, and for the purchase, in the fiscal year 1946 of
3 not to exceed fifty used motor-propelled passenger-carrying
4 vehicles, \$30,000,000.

5 Emergency fund for flood control on tributaries of
6 Mississippi River: For rescue work and for repair or main-
7 tenance of any flood-control work on any tributaries of the
8 Mississippi River threatened or destroyed by flood, in
9 accordance with section 9 of the Flood Control Act, approved
10 June 15, 1936 (49 Stat. 1508), \$500,000.

11 Flood control, Sacramento River, California: For prose-
12 cuting work of flood control, Sacramento River, California, in
13 accordance with the provisions of Acts approved March 1,
14 1917, May 15, 1928, and August 26, 1937, as modified by
15 the Act of August 18, 1941 (33 U. S. C. 703, 704; 50 Stat.
16 849; 55 Stat. 638-651), \$2,050,000.

17 MISCELLANEOUS CIVIL WORKS

18 Maintenance and Operation, Certain Federal Water
19 Mains Outside the District of Columbia: For the mainte-
20 nance, operation, improvement, extension, and protection of
21 Federal water lines located outside the District of Columbia
22 required to serve nearby Government establishments and
23 facilities with water from the water supply system of the
24 District of Columbia, including interconnections with other

1 water systems for emergency use wherever located, to be
2 immediately available and to be expended under the direc-
3 tion of the Secretary of War and the supervision of the Chief
4 of Engineers, \$12,000.

5 UNITED STATES SOLDIERS' HOME

6 For maintenance and operation of the United States
7 Soldiers' Home, to be paid from the Soldiers' Home per-
8 manent fund, \$1,213,600: *Provided*, That this appropriation
9 shall not be available for the payment of hospitalization of
10 members of the home in United States Army hospitals at
11 rates in excess of those prescribed by the Secretary of War,
12 upon the recommendation of the Board of Commissioners of
13 the home and the Surgeon General of the Army.

14 THE PANAMA CANAL

15 For every expenditure requisite for and incident to the
16 maintenance and operation, sanitation, and civil govern-
17 ment of the Panama Canal and Canal Zone, and construc-
18 tion of additional facilities, including the following: Com-
19 pensation of all officials and employees; foreign and domestic
20 newspapers and periodicals; lawbooks; textbooks and books
21 of reference; printing and binding, including printing of an-
22 nual report; personal services in the District of Columbia, pur-
23 chase (not to exceed twelve), maintenance, repair, and oper-
24 ation of motor-propelled and horse-drawn passenger-carrying
25 vehicles; claims for damages to vessels, cargo, crew, or pas-

1 sengers, as authorized by section 10 of title 2, Canal Zone
2 Code, as amended (54 Stat. 387) ; claims for losses of or
3 damages to property arising from the conduct of authorized
4 business operations; claims for damages to property arising
5 from the maintenance and operation, sanitation, and civil gov-
6 ernment of the Panama Canal, and construction of additional
7 facilities; acquisition of land and land under water, as author-
8 ized in the Panama Canal Act; expenses incurred in assen-
9 bling, assorting, storing, repairing, and selling material, ma-
10 chinery, and equipment heretofore or hereafter purchased or
11 acquired for the construction of the Panama Canal which are
12 unserviceable or no longer needed, to be reimbursed from
13 the proceeds of such sale; expenses incident to conducting
14 hearings and examining estimates for appropriations on the
15 Isthmus; expenses incident to any emergency arising because
16 of calamity by flood, fire, pestilence, or like character not
17 foreseen or otherwise provided for herein; travel expenses
18 when prescribed by the Governor of the Panama Canal
19 to persons engaged in field work or traveling on official busi-
20 ness; not to exceed \$2,000 for travel and subsistence expenses
21 of members of the police and fire forces of the Panama Canal
22 incident to their special training in the United States; trans-
23 portation, including insurance, of public funds and securities
24 between the United States and the Canal Zone; purchase,
25 construction, repair, replacement, alteration, or enlargement

1 of buildings, structures, equipment, and other improvements;
2 and for such other expenses not in the United States as
3 the Governor of the Panama Canal may deem necessary
4 best to promote the maintenance and operation, sanitation,
5 and civil government of the Panama Canal, and construction
6 of additional facilities, all to be expended under the direction
7 of the Governor of the Panama Canal and accounted for
8 as follows:

9 For maintenance and operation of the Panama Canal:
10 Salary of the Governor, \$10,000; contingencies of the Gov-
11 ernor, to be expended in his discretion, not exceeding \$3,000;
12 purchase, inspection, delivery, handling, and storing of ma-
13 terials, supplies, and equipment for issue to all departments
14 of the Panama Canal, the Panama Railroad, other branches
15 of the United States Government, and for authorized sales;
16 payment in lump sums of not exceeding the amounts author-
17 ized by the Injury Compensation Act approved September
18 7, 1916 (5 U. S. C. 793), to alien cripples who are now
19 a charge upon the Panama Canal by reason of injuries sus-
20 tained while employed in the construction of the Panama
21 Canal; relief payments authorized by the Act approved
22 July 8, 1937 (50 Stat. 478); and not to exceed \$7,200
23 for deposit in the general fund of the Treasury for cost
24 of penalty mail for offices of the Panama Canal in
25 the United States as required by section 2 of the Act of

1 June 28, 1944 (Public Law 364) ; in all, \$4,137,000, to-
2 gether with all moneys arising from the conduct of business
3 operations authorized by the Panama Canal Act.

4 For sanitation, quarantine, hospitals, and medical aid and
5 support of the insane and of lepers and aid and support of
6 indigent persons legally within the Canal Zone, including ex-
7 penses of their deportation when practicable, the purchase of
8 artificial limbs or other appliances for persons who were
9 injured in the service of the Isthmian Canal Commission or
10 the Panama Canal prior to September 7, 1916, additional
compensation to any officer of the United States Public
12 Health Service detailed with the Panama Canal as chief
13 quarantine officer, and payments of not to exceed \$50 in
14 any one case to persons within the Government service who
15 shall furnish blood from their veins for transfusion to the
16 veins of patients in Panama Canal Hospitals, \$1,784,200.

17 For civil government of the Panama Canal and Canal
18 Zone, including gratuities and necessary clothing for indigent
19 discharged prisoners, \$1,377,000.

20 Construction of additional facilities Panama Canal:
21 For construction of additional facilities for the improvement
22 and enlargement of the capacity of the Panama Canal, in
23 accordance with the Act of August 11, 1939 (53 Stat.
24 1409), including reimbursements to the appropriations for
25 "Maintenance and operation, sanitation, and civil govern-

1 ment, Panama Canal", in such amounts as the Governor of
2 the Panama Canal shall from time to time determine to be
3 additional costs incurred for the objects specified in said
4 appropriations on account of the prosecution of the work;
5 in all, \$810,600.

6 Total, Panama Canal, \$8,108,800, to be available until
7 expended.

8 In addition to the foregoing sums there is appropriated
9 for the fiscal year 1946 for expenditures and rein-
10 vestment under the several heads of appropriation aforesaid,
11 without being covered into the Treasury of the United States,
12 and to remain available until expended, all moneys received
13 by the Panama Canal during the fiscal year 1946
14 and prior fiscal years (exclusive of net profits for such prior
15 fiscal years) from services rendered or materials and supplies
16 furnished to the United States, the Panama Railroad Com-
17 pany, the Canal Zone government, or to their employees,
18 respectively, or to the Panama Government, from hotel and
19 hospital supplies and services; from rentals, wharfage, and
20 like service; from labor, materials, and supplies and other
21 services furnished to vessels other than those passing through
22 the Canal, and to others unable to obtain the same elsewhere;
23 from the sale of scrap and other byproducts of manufacturing
24 and shop operations; from the sale of obsolete and unservice-
25 able materials, supplies, and equipment purchased or acquired

1 for the operation, maintenance, protection, sanitation, and
2 government of the Canal and Canal Zone; and any net profits
3 accruing from such business to the Panama Canal shall
4 annually be covered into the Treasury of the United States.

5 There is also appropriated for the fiscal year 1946
6 for the operation, maintenance, and extension of water-
7 works, sewers, and pavements in the cities of Panama and
8 Colon, to remain available until expended, the necessary
9 portions of such sums as shall be paid during that fiscal year
10 as water rentals or directly by the Government of Panama
11 for such expenses; and notwithstanding the transfer of the
12 waterworks and sewer systems pursuant to the joint resolu-
13 tion approved May 3, 1943 (Public Law 48), any unex-
14 pended balances of the sums appropriated by this paragraph,
15 together with the unexpended balances of sums appropriated
16 for the same purpose in prior fiscal years, shall be immedi-
17 ately available and shall remain available until expended for
18 the purposes for which appropriated.

19 SEC. 2. No part of any appropriation contained in this
20 Act shall be used directly or indirectly, except for temporary
21 employment in case of emergency, for the payment of any
22 civilian for services rendered by him on the Canal Zone
23 while occupying a skilled, technical, clerical, administrative,
24 executive, or supervisory position unless such person is a
25 citizen of the United States of America or of the Republic

1 of Panama: *Provided, however*, (1) That, notwithstanding
2 the provision in the Act approved August 11, 1939
3 (53 Stat. 1409), limiting employment in the above-
4 mentioned positions to citizens of the United States from
5 and after the date of the approval of said Act, citizens
6 of Panama may be employed in such positions; (2)
7 that at no time shall the number of Panamanian citizens
8 employed in the above-mentioned positions exceed the num-
9 ber of citizens of the United States so employed, if United
10 States citizens are available in continental United States or
11 on the Canal Zone; (3) that nothing in this Act shall pro-
12 hibit the continued employment of any person who shall have
13 rendered fifteen or more years of faithful and honorable serv-
14 ice on the Canal Zone; (4) that in the selection of personnel
15 for skilled, technical, administrative, clerical, supervisory, or
16 executive positions, the controlling factors in filling these
17 positions shall be efficiency, experience, training, and educa-
18 tion; (5) that all citizens of Panama and the United States
19 rendering skilled, technical, clerical, administrative, execu-
20 tive, or supervisory service on the Canal Zone under the
21 terms of this Act (a) shall normally be employed not more
22 than forty hours per week, (b) may receive as compensation
23 equal rates of pay based upon rates paid for similar employ-
24 ment in continental United States plus 25 per centum; (6)
25 this entire section shall apply only to persons employed in

1 skilled, technical, clerical, administrative, executive, or super-
2 visory positions on the Canal Zone directly or indirectly by
3 any branch of the United States Government or by any cor-
4 poration or company whose stock is owned wholly or in part
5 by the United States Government: *Provided further*, That
6 the President may suspend from time to time in whole or
7 in part compliance with this section in time of war or national
8 emergency if he should deem such course to be in the public
9 interest.

10 SEC. 3. No part of any appropriation contained in this
11 Act shall be used to pay the salary or wages of any person
12 who advocates, or who is a member of an organization that
13 advocates, the overthrow of the Government of the United
14 States by force or violence: *Provided*, That for the purposes
15 hereof an affidavit shall be considered prima facie evidence
16 that the person making the affidavit does not advocate, and
17 is not a member of an organization that advocates, the over-
18 throw of the Government of the United States by force or
19 violence: *Provided further*, That any person who advocates,
20 or who is a member of an organization that advocates, the
21 overthrow of the Government of the United States by force
22 or violence and accepts employment the salary or wages for
23 which are paid from any appropriation in this Act shall be
24 guilty of a felony and, upon conviction, shall be fined not
25 more than \$1,000 or imprisoned for not more than one year,

1 or both: *Provided further*, That the above penalty clause
2 shall in addition to, and not in substitution for, any other
3 provisions of existing law.

4 SEC. 4. The Governor of the Panama Canal is hereby
5 authorized to employ by contract or otherwise without regard
6 to section 3709, Revised Statutes, and at such rates (not to
7 exceed \$50 per day for individuals exclusive of necessary
8 travel expenses) as he may determine, the services of
9 architects, engineers, and other technical and professional per-
10 sonnel, or firms or corporations thereof, as may be necessary.

11 SEC. 5. Appropriations for the Military Establishment
12 and for civil functions administered by the War Department
13 for the fiscal year 1946 may be used for carrying
14 into effect the Act entitled "An Act to provide for the settle-
15 ment of claims for damage to or loss or destruction of prop-
16 erty or personal injury or death caused by military per-
17 sonnel or civilian employees, or otherwise incident to
18 activities, of the War Department or of the Army", approved
19 July 3, 1943.

20 SEC. 6. This Act may be cited as the "War Department
21 Civil Appropriation Act, 1946":

79TH CONGRESS
1ST SESSION

H. R. 2126

[Report No. 105]

A BILL

Making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

By Mr. SNYDER

FEBRUARY 12, 1945

Committed to the Committee of the Whole House on the state of the Union and ordered to be printed

DIGEST OF PROCEEDINGS OF CONGRESS OF INTEREST TO THE DEPARTMENT OF AGRICULTURE
(Issued February 14, 1945, for actions of Tuesday, February 13, 1945)

(For staff of the Department only)

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HOUSE

1. A.A.A.: TOBACCO. Agriculture Committee reported with amendment H.J. Res. 98, providing for the establishment of national marketing quotas and acreages for fire-cured and dark air-cured tobacco at the 1943-4 level (H.Rept. 142)(p.1106).
2. WAR DEPARTMENT CIVIL APPROPRIATION BILL. Passed without amendment H.R. 2126, the War Department civil functions appropriation bill, 1946 (pp. 1079-81, 1088-1102).
Rejected amendments by Rep. Rich, Pa., to strike out the appropriation for flood control, general, and to reduce from \$30,000,000 to \$10,000,000 the funds for flood-control work on the Mississippi River (pp. 1099-1102).
Rep. Snyder, Pa., discussed the flood-control items in the bill (pp. 1080-1) and Rep. Case, S.Dak., criticized use of Army engineers on these non-war projects (p. 1088).
3. FOOD AND FUEL PRODUCTION. Rep. Snyder, Pa., stated that "the commodity having first priority is food. Second priority, of course, is fuel" and urged increased wages for miners (p. 1078).
4. LEGISLATIVE PROGRAM as announced by Majority Leader McCormack: Wed. (today), the insurance bill; Thurs., the George bill if the Rules Committee reports a resolution for consideration; and Fri., the CCC bill "if the George bill is disposed of on Thursday" (pp. 1102-3).
5. FOREIGN AFFAIRS. Rep. Mahon, Tex., discussed the Dumbarton Oaks plan for world peace and inserted the plan in the Record (pp. 1801-7). The plan includes proposals to maintain international peace and security, to develop friendly relations among nations, to achieve international cooperation in the solution of economic and social problems, and to centralize international efforts in this direction.

SENATE

NOT IN SESSION. Next meeting Thurs., Feb. 15.

BILLS INTRODUCED

6. PERSONNEL; RETIREMENT. H.R.-2133, by Rep. Barry, N.Y., "to amend further the Civil Service Retirement Act." To Civil Service Committee. (p.1107.)
7. PUBLIC LANDS. H.R. 2135, by Delegate Bartlett, Alaska, to amend the act providing for the purchase of public lands for homes and other sites. To Public Lands Committee. (p. 1107.)
8. DEBT LIMIT. H.R. 2138, by Rep. Doughton, N.C., to increase the debt limit. To Ways and Means Committee. (p. 1107.)
9. RESEARCH. H.R. 2145, by Rep. Voorhis, Calif., to authorize investigations, experiments, and demonstrations in the breeding and production of domestic rabbits; cooperation with Federal, State, and other agencies. To Agriculture Committee. (p. 1107.)
10. GRANTS-IN-AID. H.R.2146, by Rep. Walter, Pa. to amend Sec. 33 of the Bankhead-Jones Farm Tenant Act to provide that the payments for counties provided therein shall be distributed by the treasurer of said counties. To Agriculture Committee. (p. 1107.)
11. DAYLIGHT-SAVING TIME. H.R. 2151, by Rep. Norrell, Ark., to repeal the act establishing daylight-saving time. To Interstate and Foreign Commerce Committee. (p. 1107.)
12. WAR EFFORT. H.Res. 132, by Rep. King, Calif., to create a select committee to investigate the effect which wartime conditions and regulations have had on the three Pacific Coast States. To Rules Committee. (p. 1107.)

ITEMS IN APPENDIX

13. CONGRESSIONAL ORGANIZATION. Rep. Voorhis, Calif., inserted an Evening Telegram (Superior, Wis.) editorial favoring the establishment of a legislative reference bureau for supplying information to Congress (p. A662).
14. EMPLOYMENT. Rep. Slaughter, Mo., inserted a Kansas City Star editorial favoring the development of foreign trade as a means of providing post-war employment (p. A664).
15. PRICE CONTROL. Rep. Outland, Calif., inserted Hon. D.B. Copland's (Australian Price Commissioner) radio address, "Price Control and the War Effort in Australia" (pp. A 664-5).
16. FARM WAGES. Rep. Murray, Wis., inserted a Department letter (BAE) which includes tables on estimated returns per hour of man labor on typical farms in different sections of Wisconsin (pp. A646-7).
17. PERSONNEL: ^{EDUCATION} Extension of remarks of Rep. Lemke, N.Dak., criticizing the State Department's sponsorship of the foreign-service school (p. A646).
18. WATER UTILIZATION. Extension of remarks of Rep. McDonough, Calif., opposing ratification of the Mexican water treaty, stating that "any gift of the water

Missouri and the gentleman from New York talked to me about this resolution. It is of such nature and importance that I thought there was no need for a rule, that consent would be granted and thereby save time. I hope no one will object.

The SPEAKER. Is there objection to the present consideration of the resolution?

There was no objection.

Mr. CANNON of Missouri. Mr. Speaker, I ask unanimous consent that the resolution be considered in the House as in the Committee of the Whole.

The SPEAKER. Is there objection to the request of the gentleman from Missouri?

There was no objection.

The Clerk read the resolution, as follows:

Resolved, etc., That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, an additional amount of \$184,000, fiscal year 1945, for "Pay of personnel and maintenance of hospitals," Public Health Service, including the objects specified under this head in the Federal Security Agency Appropriation Act, 1945, and including the lease of a hospital and auxiliary facilities and not to exceed \$55,000 for the necessary major repair, remodeling, and alteration thereof without regard to section 3709 of the Revised Statutes and section 322 of the act of June 30, 1932, as amended (40 U. S. C. 278a).

Mr. CANNON of Missouri. Mr. Speaker, this resolution is brought in to alleviate a critical congestion in the Staten Island N. Y., Marine Hospital. Normally they have capacity of 869 beds. By crowding every aisle and corridor, the capacity has been increased to 1,200 beds. They are still short of meeting emergency requirements brought about by the war situation.

The purpose of this bill is to lease a supplementary hospital which will provide 300 additional beds.

Mr. RICH. Mr. Speaker, will the gentleman yield?

Mr. CANNON of Missouri. I yield to the gentleman from Pennsylvania.

Mr. RICH. There is a provision in here "without regard to section 3709." What does that refer to?

Mr. CANNON of Missouri. It is necessary to have additional beds at once and the emergency does not permit compliance with the statute without serious interference with prompt provision of the necessary hospital facilities. Under the circumstances it was felt that it would be unwise to invoke the statute in this particular case.

Mr. Speaker, I move the previous question.

The previous question was ordered.

The SPEAKER. The question is on the joint resolution.

The joint resolution was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1946

Mr. SNYDER. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the state of the Union for the consideration

of the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department and for other purposes; and pending that motion, Mr. Speaker, may I ask the gentleman from Michigan [Mr. ENGEL] as to the time for general debate?

Mr. ENGEL of Michigan. Mr. Speaker, we have so few requests for time that perhaps we better just run along temporarily and fix the time later. I think we will save time. Let us go along in the Committee of the Whole and see what happens.

Mr. SNYDER. Mr. Speaker, that is satisfactory. I ask unanimous consent that general debate be equally divided between the gentleman from Michigan [Mr. ENGEL] and myself.

Mr. McCORMACK. Mr. Speaker, it is my understanding that it is intended to dispose of this bill today?

Mr. SNYDER. Yes.

Mr. ENGEL of Michigan. We are hoping to dispose of it shortly. That is why I made the suggestion.

The SPEAKER. Is there objection to the request from the gentleman from Pennsylvania?

There was no objection.

The SPEAKER. The question is on the motion offered by the gentleman from Pennsylvania.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill H. R. 2126, with Mr. JOHN J. DELANEY in the chair.

The Clerk read the title of the bill.

The first reading of the bill was dispensed with.

Mr. SNYDER. Mr. Chairman, I yield myself 15 minutes.

Mr. Chairman, the subcommittee charged with the responsibility to hear and determine the justifications for appropriations for the civil functions administered by the War Department has discharged its duty and is now ready to submit its findings and conclusions to the House for further determination.

The work of this committee has been very harmonious. I am very grateful to each and every member for the interest shown and the cooperation demonstrated in our efforts to bring before you a bill that we feel is entitled to full support. Perhaps there are items in the bill that do not have the full endorsement of each member, but the measure presented here represents the cooperative and combined judgment of the entire membership of the committee.

The bill now before us is to provide funds for the following activities: Cemetery expenses, Alaska communication system, river and harbor and flood control under the Corps of Engineers, United States Soldiers' Home, and the Panama Canal.

For all these activities there is recommended a total amount of \$99,165,940, which is the smallest amount provided for these activities since the division of the civil from the military appropriations some 8 years ago. This is in keeping with the thought that only the bare necessities should be provided for civilian functions

during the period of active hostilities. We realize, of course, that when the war has reached a successful conclusion, which we all hope will be soon, we may be called upon to provide greater sums of money to carry on some of the activities that have been partially neglected during these times.

The amount proposed for cemetery expenses is an increase of \$34,700 over that appropriated for the present fiscal year. It is regrettable that an increased expenditure is necessary in this item, but the reason for it is understandable; and if this appropriation will, in a small way, express our appreciation for those who have so gallantly served their country and alleviate the sorrow of those most directly affected, it will have served a splendid purpose.

No change is made in the amount of funds proposed for the Alaska Communication System. The amount of \$227,840 is the same as appropriated for the past 3 years and represents an amount substantially the same as that required for the civilian needs of the Service at a peacetime level. Additional requirements of the Service will be contained in estimates for military appropriations which will be considered later in the session.

The item of appropriation for rivers and harbors shows a decrease from \$54,124,000 for fiscal year 1945 to \$41,358,000 proposed in this bill, a decrease of \$12,766,000.

Few new river and harbor projects have been undertaken during the war period and those only to meet highly urgent requirements, as, for example, the construction of the MacArthur lock at Sault Ste. Marie, Mich., to insure delivery of the iron ore needed to turn out the record production of steel, and the enlargement of the Gulf Intracoastal Waterway in the interest of the safe movement of critical petroleum products. Aside from features of this nature which have been necessary in the interest of the war effort, new construction on river and harbor projects has been reduced to the minimum necessary to protect and maintain the river and harbor works previously provided.

The \$3,970,000 proposed in this bill for improvement of river and harbor works is a reduction of \$4,204,000 from the amount provided for the present fiscal year for new construction. Such reduction will require the holding of such new construction to a minimum until the more urgent manpower and material requirements of the war have been satisfied. The new construction will be on the following projects:

New York and New Jersey Channels.....	\$1,600,000
Caloosahatchee River and Lake Okeechobee drainage areas, Florida.....	165,000
Mississippi River between the Ohio and Missouri Rivers.....	1,000,000
Ohio River open-channel work..	507,000
Kanawha River, W. Va.....	198,000
Illinois Waterway, Ill.....	500,000
Total	3,970,000

There are approximately 1,000 authorized active river and harbor projects scattered throughout the continental

United States, Puerto Rico, Alaska, and the Hawaiian Islands. Those projects are either completed or have had a substantial amount of improvement performed on them so that they are serving useful purposes to general navigation and wartime shipping. They range in size from small port improvements to extensive canalized systems hundreds of miles in length. I believe they involve as great a variety of structures and construction methods as a single organization has ever been charged with. During the war period the rivers, canals, and connecting channels have accommodated water-borne commerce having a tonnage about 40 percent higher than equal peak pre-war periods. The ports of the country have suffered material losses in regular import and export commerce but have been put to greater use during the war in the accommodation of military and naval vessels for the movement of matériel and personnel. Maintenance, however, has not kept pace with peacetime standards and in the not too distant future must be given more consideration.

Of the \$14,037,000 proposed in the bill for general flood control slightly more than \$7,000,000 is for new construction on the projects listed on page 4 of the report and consists largely of strengthening or completion of projects where critical conditions warrant the undertaking of this work as soon as the availability of materials and manpower can be established.

Flood control on the Mississippi River and its tributaries is being prosecuted in accordance with acts of Congress and the \$30,000,000 proposed is less than the average annual appropriation for the past several years. It should permit a continuation of the work of bringing the main line levees to project grade and section consistent with wartime conditions.

We are hoping that the weather in the next few weeks will be such that the snow in the upper reaches of the Mississippi and the Ohio will go away with sunshine rather than with warm rain, because if it goes away with warm rain we can look for a flood down the Ohio and the Mississippi of much greater magnitude than we had in 1936. Back in western Pennsylvania, in the Pittsburgh region, we have had 55 days of snow out of the last 62. There are many, many feet of snow remaining. I merely mention this to show that whatever work is done to protect the levees and whatnot on the lower Mississippi and the Ohio is surely worth-while construction work.

Mr. GAVIN. Mr. Chairman, will the gentleman yield?

Mr. SNYDER. I yield to the gentleman from Pennsylvania.

Mr. GAVIN. I might also say that in the 1936 flood the property damage in the Allegheny and Ohio Valleys alone at Pittsburgh was \$300,000,000.

Mr. SNYDER. I thank the gentleman from Pennsylvania for that contribution. He might add, I think, that the mere spending of approximately \$100,000,000 in building the reservoirs that have been built in the flood-control area of western Pennsylvania since 1936 will lessen the

floods in Pittsburgh proper to the extent of about 5 or 6 feet.

Mr. GAVIN. I think it has proven conclusively the economic justification for spending the money that has been appropriated for that purpose. Right now the people throughout that entire valley are preparing for this coming flood, and there is no question but that it is going to be a very severe one unless the water runs off gradually.

I may say that up in the northwestern part of the State of Pennsylvania and in southwestern New York is a drainage area of 11,580 square miles, which contributes four-fifths of the flow of the Ohio at Pittsburgh. In my last trip home I noted that the fields and woods throughout all western Pennsylvania have 3½ to 4 feet of snow on them. I would not be a bit surprised if there were terrific, damaging floods. There is no question but that this flood-control plan should be adopted and these flood-control dams built to control the water throughout this entire region to prevent these devastating, recurrent floods that come periodically in the spring and fall, so that we may impound the waters for the useful purpose of sanitation, for domestic and industrial purposes, and for control of stream flow and stream purification. I think this is the wisest investment we can possibly make. I hope the Congress will wholeheartedly support this measure.

Mr. SNYDER. I thank the gentleman for his further contribution.

There is nothing particularly new or different in the other items of the bill. I do, however, wish to call attention to the fact that there is provided in different items of appropriations carried in the bill amounts to be used for so-called post-war planning. There is included in the amount proposed to be allowed for flood control \$2,000,000 for advance planning. This amount was approved by the Budget prior to the enactment of the recent Flood Control Act, approved December 22, 1944, and is not proposed for work under the provisions of such act. The committee is informed that additional amounts have been requested for that work and will, no doubt, be along later in the session for our consideration. The Corps of Engineers has inaugurated a construction program to cost \$1,000,000,000 and has provided, to date, the plans and specifications for a little more than one-half the work, which would provide 558,000-man years of employment. The funds provided in this bill will advance the planning for the program to almost three-fourths completion.

Mr. BAILEY. Mr. Chairman, will the gentleman yield?

Mr. SNYDER. I yield to the gentleman from West Virginia.

Mr. BAILEY. On page 9, line 4, the item of \$30,000,000 is allocated to flood control in the Mississippi and tributaries. What part of that \$30,000,000 is allocated to the Ohio River?

Mr. SNYDER. None of it. Ours is under general flood control. I believe it is \$507,000 for open-channel work. The Flood Control Act has two special headings, and "Flood control, general," covers

everything in the United States except the Mississippi.

If the bill now pending in the House, recently passed by the Senate, should become law, authorizing some 290 additional projects, it is estimated we shall need \$10,000,000 to do the planning work, which will provide work that will cost \$382,000,000 and provide many thousand man-years of employment for the post-war period.

Of course, I know the sentiment of Congress on this flood-control program. That sentiment is to go all out as far as possible to see that the floods in future years from the streams and hills of the United States will not destroy our homes and our property as they have in the past. But it is encouraging to state to your constituents when the war stops, which we hope will be soon, the Army and Navy engineers will have in the pigeonholes blueprints on river, harbor, and flood-control projects in the United States on which they expect to put men to work equivalent to 1,000,000 man-years.

The present bill carries no funds for post-war planning for river and harbor work. However, during the past 3 years there has been provided for this purpose \$4,300,000, which has been sufficient to complete the planning for work that has been authorized. If the bill now pending in this House becomes law authorizing some 290 projects at an estimated cost of \$382,000,000, it will be necessary to provide additional funds for advance planning. The estimate of funds necessary for such work has not been worked out at this time.

Included in the funds for the Panama Canal are \$424,000 for planning for such items as plans and preparations of sites for living quarters for native employees, and designs and studies for various projects that will be needed after the war. Much of the equipment used in the locks and other installations of the Canal has been in use for almost 30 years and some thought must soon be given to replacing and renewing it to keep the functions up to required standards.

Funds in the amount of \$45,000 for detailed architectural and engineering plans and specifications are included in the amount proposed for the Soldiers' Home. To keep abreast of the times some new construction and modernization of the home will be required in the post-war era.

Mr. ENGEL of Michigan. Mr. Chairman, I yield 5 minutes to the gentleman from New York [Mr. EDWIN ARTHUR HALL].

Mr. EDWIN ARTHUR HALL. Mr. Chairman, one of the first items of this bill I notice is an appropriation for cemetery expenses, and the upkeep of national cemeteries. This is a subject which is very dear to my heart. I think the entire House is going to have to regard the subject of cemeteries and the question of taking care of the graves of our heroes who have died on the battle fronts throughout the world very seriously in the next few months. I for one would like to see adequate steps taken to bring back the remains of every man killed in this war so that we can see them

placed in the hallowed ground of their own localities; so that they can be accorded a burial which their families and loved ones can witness; so that returning home once more they may be placed in the little churchyard in the communities where they were raised and where they in life desired to have their remains rest hereafter. We should all be thinking very carefully about this because scattered throughout the entire world on the fifty-odd battle fronts of this war there are the hastily dug graves of these heroes who have died. They have a right to expect that their final resting place will be in American soil.

Mr. NORRELL. Mr. Chairman, will the gentleman yield?

Mr. EDWIN ARTHUR HALL. I yield to the gentleman.

Mr. NORRELL. Mr. Chairman, I share the gentleman's opinion with reference to the desired place for burial of our heroes. In the committee I asked the general in charge of this work if they planned to try to establish some program whereby these soldiers would be buried in the national cemeteries or if they would encourage the burial of the soldiers in the family cemeteries. They think the soldiers should be buried in the family cemeteries. However, if some parents would like to have their sons buried in the national cemeteries then they want to provide that.

Mr. EDWIN ARTHUR HALL. I agree with the gentleman. I think that is the privilege of the individual family to decide. However, I do want to emphasize that, although the national cemeteries are a great institution, we should not forget the privilege and choice ought to be given to every individual family to have their boys brought back to the little plot of ground belonging to the family in the small cemetery in the locality where the soldier had lived.

Mr. NORRELL. I agree with the gentleman. Surely the national cemeteries cannot be expected to be used very much. The desirable place that anybody would like to rest is in his own family cemetery.

Mr. EDWIN ARTHUR HALL. I want to add to that by saying if we are going in for national cemeteries to the extreme, we must recognize that we are going to regiment our graves. We are giving the idea to the country that these boys are going to be brought back by the hundreds of thousands and buried in national cemeteries. I do not think that is what the public wants. I think they want the bodies returned to their own little towns and communities so that their final resting place may be in the atmosphere of peace and tranquillity under the shade of their home town.

Mr. ANDREWS of New York. Mr. Chairman, will the gentleman yield?

Mr. EDWIN ARTHUR HALL. I yield.

Mr. ANDREWS of New York. After the last war, it is my understanding that the body of every young man whose nearest of kin wanted the body brought back, was brought back to this country. Undoubtedly that will be the result after this war. What is the gentleman worrying about?

Mr. EDWIN ARTHUR HALL. The gentleman is not worrying about any-

thing, except to point out that no provision has been made to do this after the present war so that they can be brought back and buried in their own family cemeteries.

The CHAIRMAN. The time of the gentleman from New York [Mr. EDWIN ARTHUR HALL] has expired.

Mr. ENGEL of Michigan. Mr. Chairman, I yield the gentleman 2 additional minutes.

Mr. PATRICK. Will the gentleman yield?

Mr. EDWIN ARTHUR HALL. I yield.

Mr. PATRICK. The gentleman from New Hampshire [Mr. MERROW] has introduced a very good bill on this matter. Also the Senator from Alabama, Senator HILL, has introduced one in the Senate. Yesterday I was talking about that very thing with General Wright. I approve of what the gentleman said. His statement is that while there is a comparatively small percentage, there are a great number who are really demanding a place as a national cemetery to be buried. One cannot go for any patriotic services at a cemetery of their own choosing. The parents of many of the boys who have buried them in local communities will attend and participate in activities and ceremonies at the national cemeteries.

Mr. EDWIN ARTHUR HALL. There is no question but that presently there is absolutely no provision which can be put into effect in this war to bring these remains back. There is no existing provision of law and no appropriation made to bring these bodies back to this country and I think the Congress should consider bringing them back just as soon as possible.

The CHAIRMAN. The time of the gentleman from New York has again expired.

Mr. SNYDER. Mr. Chairman, I yield to the gentleman from Texas [Mr. MAHON] 20 minutes.

Mr. MAHON. Mr. Chairman, I hold in my hand a copy of the Dumbarton Oaks plan for world peace, a plan tentatively adopted here in Washington by the four great powers a few weeks ago and upon which a full United Nations conference will be held beginning April 25, 1945, in San Francisco. I do not believe as many as 100,000 Americans have ever read it. Our estimated population is 138,100,000. In other words there are probably 138,000,000 Americans who have never seen or heard or read or had a chance to read the Dumbarton Oaks proposals. And while we are talking about figures, there are probably 100,000,000 Americans who have never read the so-called Atlantic Charter, and the Fulbright and Connally resolutions on world peace. The documents to which I am referring will in a measure shape the destiny of our Nation for a thousand years and more.

You have observed that I am not discussing the bill before us. The pending bill provides for the annual appropriation for the civil functions of the War Department. It was carefully prepared by our subcommittee on War Department Appropriations, approved by the full Committee on Appropriations and is now be-

fore the House for your approval. The hearings which we conducted were both on and off the record, and rather extensive. Some of the testimony of Major General Meahaffey, Governor of the Canal Zone, could not be printed for security reasons. But the printed hearings embody a hundred and thirty-six pages, are reasonably complete, and are available to all Members of the House.

Other members of our subcommittee have discussed the bill and I shall say no more about it because I want to utilize the time allotted to me to discuss these other matters, particularly since there is no controversy about the bill.

The world knows by now of the recently concluded meeting of Prime Minister Churchill, Premier Stalin, and President Roosevelt, and most Americans have heard a report of some of the things which were determined at the conference. The representatives of the Big Three met not only to discuss plans for war and victory, but principally to decide some vital questions having to do with plans for world peace. In the first few hours of the conference plans for prosecuting the war were agreed upon. Plans for peace were the more difficult considerations.

I personally feel that there has been too little discussion in the House of Representatives and in the country of the proposed world peace organization, and I propose that today we shall launch in America an intensive campaign of study and discussion. It will be particularly fitting now in view of the recently concluded conference and in view of the future plans which have been announced. There are two supremely vital things before us today, and I mean right now, today and every day. The first thing is winning the war, and putting every resource we have into it without stint. The second thing is planning and forming a world peace organization. The plans for the organization must largely be made within the near future and not at some indefinite far away future time.

Some time ago I was called upon to make a series of four talks on the subject What Is Actually Being Done in America Toward Formulating Plans for World Peace? The Secretary of State had mailed to all Members of Congress a copy of the so-called Dumbarton Oaks proposals, but I could not readily lay my hands on the copy which had been sent me. I could not find a copy of the proposals in the voluminous issues of the CONGRESSIONAL RECORD. Finally, I located Senate Document No. 245 of the Seventy-eighth Congress which is the Senate print of the proposals. Of the State Department document, 75,000 copies have been printed for the Department and 75,000 additional copies are on order. The Public Printer is printing 20,000 copies for sale to the public at 5 cents per copy. Only 1,500 copies of the Senate document have been printed; others have been ordered. The supply of a relatively few thousand which have been printed by the Government would not go very far in making the document available to the multiplied millions of Americans who ought now to read it and give it careful study and consideration.

It is quite evident that the American people have not had an opportunity to either read or study the Dumbarton Oaks proposals which since the announcement of yesterday have become more vitally important than ever to the future of our country. The same can be said of the Atlantic Charter, the President's declarations on the "four freedoms," and the Fulbright and Connally resolutions. My point is that if Americans, generally, wanted to study the proposed program for world peace, insofar as it has been formulated, I doubt that they would have available the documents which would of necessity form the basis of such study.

I do not have a definite plan as to how this information might be furnished to the public, or how public interest might be more adequately aroused, but I do think that the facts of the situation should be recognized by the public and by the Congress. Of course, many of the leading periodicals of the country are printing articles on these subjects, some of them good, but few of them contain the documents involved; rather they express some man's opinion.

I was talking this past week to a new Member of Congress who is serving on the House Committee on Foreign Affairs. He manifested the greatest interest in his committee, remarking that the committee was having conferences with high officials of the Government on questions of foreign policy, conferences which were extremely interesting and important. I applaud the fact that the Foreign Affairs Committee of the House and the Foreign Relations Committee of the Senate have been in close and constant contact with the Secretary of State and the President on questions of foreign policy. I hope I am not in error when I suggest that as much of that information as can be safely made public should be freely and frequently discussed on the floor of the House of Representatives for the information of the Congress and the country.

I may be in error but I do not recall that anyone in the House during this session of Congress has discussed the Dumbarton Oaks proposals and references to the details of the proposals in the last session were quite fragmentary and incomplete. In my judgment this indicates wholly insufficient discussion of a proposal which may so vitally affect the destiny of this Republic. Mr. Cordell Hull, before he retired, expressed the hope that these proposals would be fully discussed by the American people, and I now quote his words:

It is my earnest hope that, during the time which must elapse before the convocation of a full United Nations conference, discussions in the United States on this all-important subject will continue to be carried on in the same nonpartisan spirit of devotion.

I have before me a copy of the statement of the President regarding the Dumbarton Oaks proposals, and I quote the following:

These proposals have been made public to permit full discussion by the people of this country prior to the convening of a wider conference on this all-important subject.

Mr. Chairman, let me hasten to say at this point that while I think the discussion has been inadequate, the interest in

the subject has not to any degree been inadequate. I hope that in our country we may begin today a fuller discussion of these proposals. The most appropriate time for the study has arrived because of the announcement on yesterday that a further conference on the Dumbarton Oaks proposals will be held by all the United Nations in San Francisco about 10 weeks from today.

I certainly want to make it clear that nothing I have said is in criticism of the Foreign Affairs Committee of the House. The Foreign Affairs and Foreign Relations Committees are doing an outstanding job in keeping in touch with the international situation. At no previous time in our history has there been such close cooperation in matters of foreign policy between the Congress on the one hand and the President and Department of State on the other hand. Every American can be thankful for this hopeful situation. This vastly improves the chances for the adoption of a satisfactory peace organization.

Before making further reference to the Dumbarton Oaks proposal, I should first like to discuss some collateral matters which very definitely fit into our foreign-policy picture.

I have in my hand a copy of the speech which the President of the United States made in this room to a joint session of Congress on January 6, 1941, the speech in which he enunciated the so-called "four freedoms." I quote the following from that speech:

In the future days, which we seek to make secure, we look forward to a world founded upon four essential human freedoms.

The first is freedom of speech and expression everywhere in the world.

The second is freedom of every person to worship God in his own way everywhere in the world.

The third is freedom from want, which, translated into world terms, means economic understandings which will secure to every nation a healthy peacetime life for its inhabitants everywhere in the world.

The fourth is freedom from fear which translated into world terms, means a worldwide reduction of armaments to such a point and in such a thorough fashion that no nation will be in a position to commit an act of physical aggression against any neighbor—anywhere in the world.

Of course this speech was made before our entry into the war and must be interpreted in the light of more recent events:

I now have before me a copy of the so-called Atlantic Charter, which was agreed upon by President Roosevelt and Prime Minister Churchill at a meeting in the North Atlantic in August 1941. I am referring to House Document 358 of the Seventy-seventh Congress, which I insert in the RECORD at this point:

Joint declaration of the President of the United States of America and the Prime Minister, Mr. Churchill, representing His Majesty's Government in the United Kingdom, being met together, deem it right to make known certain common principles in the national policies of their respective countries on which they base their hopes for a better future for the world.

First, their countries seek no aggrandizement, territorial or other;

Second, they desire to see no territorial changes that do not accord with the freely expressed wishes of the peoples concerned;

Third, they respect the right of all peoples to choose the form of government under which they will live; and they wish to see sovereign rights and self-government restored to those who have been forcibly deprived of them;

Fourth, they will endeavor, with due respect for their existing obligations, to further the enjoyment by all states, great or small, victor or vanquished, of access, on equal terms, to the trade and to the raw materials of the world which are needed for their economic prosperity;

Fifth, they desire to bring about the fullest collaboration between all nations in the economic field with the object of securing, for all, improved labor standards, economic advancement, and social security;

Sixth, after the final destruction of the Nazi tyranny, they hope to see established a peace which will afford to all nations the means of dwelling in safety within their own boundaries, and which will afford assurance that all the men in all the lands may live out their lives in freedom from fear and want;

Seventh, such a peace should enable all men to traverse the high seas and oceans without hindrance;

Eighth, they believe that all of the nations of the world, for realistic as well as spiritual reasons, must come to the abandonment of the use of force. Since no future peace can be maintained if land, sea, or air armaments continue to be employed by nations which threaten, or may threaten, aggression outside of their frontiers, they believe, pending the establishment of a wider and permanent system of general security, that the disarmament of such nations is essential. They will likewise aid and encourage all other practicable measures which will lighten for peace-loving peoples the crushing burden of armaments.

[Signed] FRANKLIN D. ROOSEVELT.

[Signed] WINSTON S. CHURCHILL.

I should now like to read the so-called Fulbright resolution, which passed the House of Representatives on September 21, 1943:

Resolved by the House of Representatives (the Senate concurring), That the Congress hereby expresses itself as favoring the creation of appropriate international machinery with power adequate to establish and to maintain a just and lasting peace, among the nations of the world and as favoring participation by the United States therein through its constitutional processes.

You will note that the House of Representatives officially said at that time that it favored the creation of international machinery for the promotion of peace among the nations of the world; that it favored participation therein by the United States. As to the power of this organization, the House of Representatives said, and I quote:

With power adequate to establish and to maintain a just and lasting peace among the nations of the world.

This resolution may be rather broad and indefinite, but the implications are tremendous.

The United States Senate on November 5, 1943, echoed the sentiments of the House of Representatives in passing the Connally resolution. I shall not take your time at the moment to read the resolution, but I shall ask unanimous consent to insert in the RECORD at this point the Connally resolution, adopted by the

naval or land forces as may be necessary to maintain or restore international peace and security. Such action may include demonstrations, blockade and other operations by air, sea or land forces of members of the Organization.

5. In order that all members of the Organization should contribute to the maintenance of international peace and security, they should undertake to make available to the Security Council, on its call and in accordance with a special agreement or agreements concluded among themselves, armed forces, facilities and assistance necessary for the purpose of maintaining international peace and security. Such agreement or agreements should govern the numbers and types of forces and the nature of the facilities and assistance to be provided. The special agreement or agreements should be negotiated as soon as possible and should in each case be subject to approval by the Security Council and to ratification by the signatory states in accordance with their constitutional processes.

6. In order to enable urgent military measures to be taken by the Organization there should be held immediately available by the members of the Organization national air force contingents for combined international enforcement action. The strength and degree of readiness of these contingents and plans for their combined action should be determined by the Security Council with the assistance of the Military Staff Committee within the limits laid down in the special agreement or agreements referred to in paragraph 5 above.

7. The action required to carry out the decisions of the Security Council for the maintenance of international peace and security should be taken by all the members of the Organization in cooperation or by some of them as the Security Council may determine. This undertaking should be carried out by the members of the Organization by their own action and through action of the appropriate specialized organizations and agencies of which they are members.

8. Plans for the application of armed force should be made by the Security Council with the assistance of the Military Staff Committee referred to in paragraph 9 below.

9. There should be established a Military Staff Committee the functions of which should be to advise and assist the Security Council on all questions relating to the Security Council's military requirements for the maintenance of international peace and security, to the employment and command of forces placed at its disposal, to the regulation of armaments, and to possible disarmament. It should be responsible under the Security Council for the strategic direction of any armed forces placed at the disposal of the Security Council. The Committee should be composed of the Chiefs of Staff of the permanent members of the Security Council or their representatives. Any member of the Organization not permanently represented on the Committee should be invited by the Committee to be associated with it when the efficient discharge of the Committee's responsibilities requires that such a state should participate in its work. Questions of command of forces should be worked out subsequently.

10. The members of the Organization should join in affording mutual assistance in carrying out the measures decided upon by the Security Council.

11. Any state, whether a member of the Organization or not, which finds itself confronted with special economic problems arising from the carrying out of measures which have been decided upon by the Security Council should have the right to consult the Security Council in regard to a solution of those problems.

Section C. Regional arrangements

1. Nothing in the Charter should preclude the existence of regional arrangements or

agencies for dealing with such matters relating to the maintenance of international peace and security as are appropriate for regional action, provided such arrangements or agencies and their activities are consistent with the purposes and principles of the Organization. The Security Council should encourage settlement of local disputes through such regional arrangements or by such regional agencies, either on the initiative of the states concerned or by reference from the Security Council.

2. The Security Council should, where appropriate, utilize such arrangements or agencies for enforcement action under its authority, but no enforcement action should be taken under regional arrangements or by regional agencies without the authorization of the Security Council.

3. The Security Council should at all times be kept fully informed of activities undertaken or in contemplation under regional arrangements or by regional agencies for the maintenance of international peace and security.

CHAPTER IX. ARRANGEMENTS FOR INTERNATIONAL ECONOMIC AND SOCIAL COOPERATION

Section A. Purpose and Relationships

1. With a view to the creation of conditions of stability and well-being which are necessary for peaceful and friendly relations among nations, the Organization should facilitate solutions of international economic, social and other humanitarian problems and promote respect for human rights and fundamental freedoms. Responsibility for the discharge of this function should be vested in the General Assembly and, under the authority of the General Assembly, in an Economic and Social Council.

2. The various specialized economic, social and other organizations and agencies would have responsibilities in their respective fields as defined in their statutes. Each such organization or agency should be brought into relationship with the Organization on terms to be determined by agreement between the Economic and Social Council and the appropriate authorities of the specialized organization or agency, subject to approval by the General Assembly.

Section B. Composition and Voting

The Economic and Social Council should consist of representatives of eighteen members of the Organization. The states to be represented for this purpose should be elected by the General Assembly for terms of three years. Each such state should have one representative, who should have one vote. Decisions of the Economic and Social Council should be taken by simple majority vote of those present and voting.

Section C. Functions and Powers of the Economic and Social Council

1. The Economic and Social Council should be empowered:

a. to carry out, within the scope of its functions, recommendations of the General Assembly;

b. to make recommendations, on its own initiative, with respect to international economic, social and other humanitarian matters;

c. to receive and consider reports from the economic, social and other organizations or agencies brought into relationship with the Organization, and to coordinate their activities through consultations with, and recommendations to, such organizations or agencies;

d. to examine the administrative budgets of such specialized organizations or agencies with a view to making recommendations to the organizations or agencies concerned

e. to enable the Secretary-General to provide information to the Security Council;

f. to assist the Security Council upon its request; and

g. to perform such other functions within the general scope of its competence as may be assigned to it by the General Assembly.

Section D. Organization and Procedure

1. The Economic and Social Council should set up an economic commission, a social commission, and such other commissions as may be required. These commissions should consist of experts. There should be a permanent staff which should constitute a part of the Secretariat of the Organization.

2. The Economic and Social Council should make suitable arrangements for representatives of the specialized organizations or agencies to participate without vote in its deliberations and in those of the commissions established by it.

3. The Economic and Social Council should adopt its own rules of procedure and the method of selecting its President.

CHAPTER X. THE SECRETARIAT

1. There should be a Secretariat comprising a Secretary-General and such staff as may be required. The Secretary-General should be the chief administrative officer of the Organization. He should be elected by the General Assembly, on recommendation of the Security Council, for such term and under such conditions as are specified in the Charter.

2. The Secretary-General should act in that capacity in all meetings of the General Assembly, of the Security Council, and of the Economic and Social Council and should make an annual report to the General Assembly on the work of the Organization.

3. The Secretary-General should have the right to bring to the attention of the Security Council any matter which in his opinion may threaten international peace and security.

CHAPTER XI. AMENDMENTS

Amendments should come into force for all members of the Organization, when they have been adopted by a vote of two-thirds of the members of the General Assembly and ratified in accordance with their respective constitutional processes by the members of the Organization having permanent membership on the Security Council and by a majority of the other members of the Organization.

CHAPTER XII. TRANSITIONAL ARRANGEMENTS

1. Pending the coming into force of the special agreement or agreements referred to in Chapter VIII, Section B, paragraph 5, and in accordance with the provisions of paragraph 5 of the Four-Nation Declaration, signed at Moscow, October 30, 1943, the states parties to that Declaration should consult with one another and as occasion arises with other members of the Organization with a view to such joint action on behalf of the Organization as may be necessary for the purpose of maintaining international peace and security.

2. No provision of the Charter should preclude action taken or authorized in relation to enemy states as a result of the present war by the Governments having responsibility for such action.

NOTE

In addition to the question of voting procedure in the Security Council referred to in Chapter VI, several other questions are still under consideration.

WASHINGTON, D. C., October 7, 1944.

The CHAIRMAN. The time of the gentleman from Texas has again expired.

Mr. ENGEL of Michigan. Mr. Chairman, I yield 5 minutes to the gentleman from Pennsylvania [Mr. RICH].

(Mr. RICH asked and was given permission to revise and extend his remarks.)

Mr. RICH. Mr. Chairman, it is a fine thing to talk about peace; but I want you to remember that today we are at

war. Let us exert our total efforts toward winning the war; then we can adjust the peace if necessary afterward. Win the war, then talk over the peace. Stop talking of the peace, because you are fooling the American people by talking peace when we have a real job on our hands to win the war. The people, many of them, think the war is over, except celebrating. This is no way to win a war. I recall very distinctly last September and October when we were leading the people to believe that the country was about ready to celebrate its victory over Germany, yet we are still fighting those boys over there. I think we ought to drive, drive, and drive and do everything we know how toward winning the war at the earliest possible moment before we get too excited about the peace that may be established and especially how Poland will be divided up as well as Finland and a few other small countries over in Europe, which we will finally call, probably, a just peace. But I question if we can call it a final peace.

Mr. Chairman, we have before us today an appropriation bill providing appropriations for the civil functions administered by the War Department totaling \$99,263,240. If we are going to win the war we will have to keep this country solvent and the way to do that is to stop all unnecessary expenditures. We can get a good start right here in this bill. As a matter of fact, we can cut out a whole lot of money from every one of these appropriation bills that come up here for consideration. A country that is still at war with Germany and Japan ought to conserve all of its resources so that it can give the knock-out blow any time that our Army, Navy, and Air Corps are in position and have the power to do so. We must be a solvent Nation if we continue to be a fighting Nation.

The question may be asked, How can we save some money so far as this bill here is concerned? Let me give you just a slant on the condition we are in today. We have at the present time the greatest national debt in all our history, a total of \$232,836,086,873.12, a staggering sum. That is going to bend the backs of all the American taxpayers not only in the present generation but in many future generations to come, for years and years and years.

While we are at war we want to do those things that are essential to the winning of that war, and hold up certain other things for future consideration that can be postponed. In the running of our plants back home when we cannot do something that it may be very necessary to do, if we do not have the money we just shove it aside and wait until we can do it. If we haven't manpower we put off till a day when we can.

Let us consider for a moment the bill before us and the amount of money provided for flood control. Of course, I realize flood control is a very essential thing in this Nation but when we have money expended for that purpose which involves taking engineers that the Army needs, men that are needed in industry and agriculture, it should be put aside till this war is won. The Army needs engi-

neers. Observe the amount of money provided in this bill for surveys. According to the hearings, on page 131 there is provided to be spent this year and next year a total sum for surveys of some \$8,000,000. The Army has not enough engineers to do the necessary work to the winning of the war, so why go out here and survey new projects when there are now enough flood-control projects on the books to take care of us for the next 10 years? It is not necessary to provide additional engineering facilities for flood-control projects such as we have in the bill now before us.

The CHAIRMAN. The time of the gentleman has expired.

Mr. CASE of South Dakota. Mr. Chairman, I yield the gentleman 5 additional minutes, and may I ask the gentleman if he will yield?

Mr. RICH. I yield to the gentleman from South Dakota.

Mr. CASE of South Dakota. The \$8,000,000 which the gentleman has referred to on page 131 are not included in this bill.

Mr. RICH. I am coming to that. That involves projects that the Army wants to go ahead and complete. However, there is a lot of engineering in this bill. There are a lot of new engineering projects in this bill that ought to be eliminated and this committee should see to it that they are eliminated from the bill.

A lot of work is being done on dredging, a lot of work in connection with the building of dams and a lot of work on flood control, all of which ought to be postponed on account of the shortage of manpower, until the war is won. In very many locations you have in this bill, especially the rivers out in California, they are begging for men in the airplane factories, they are begging for men in the shipyards and they are begging for men in agriculture. Those are all essential to the welfare of the country and the winning of this war. These items are not essential in any sense to the winning of this war and therefore we ought to eliminate millions of dollars from this bill and save manpower to win the war. A few minutes ago somebody said that there was \$30,000,000 appropriation for the Mississippi River, and that it was the smallest amount we have appropriated in a number of years for this river. I realize that, but you have had more money spent on the Mississippi River and will continue to have as long as you Members of Congress live. A lot of this work can be postponed and you can use these men in essential and vital industries necessary to the winning of the war.

Mr. JOHNSON of California. Mr. Chairman, will the gentleman yield?

Mr. RICH. I yield to the gentleman from California.

Mr. JOHNSON of California. May I say for the record that the flood-control work on the Sacramento River is necessary to protect war industries, and without the flood-control work you might wipe out whole towns out there.

Mr. RICH. We have to take our chances with many things. You take a chance every day you live. It is like the fellow who took a chance on the man-

power bill or draft. He said, "You have two chances. One is that you will go across the seas, and one is that you will stay here, and after you get over there you still have two chances. One is that you will get into the war at the front and the other is that you will stay back and not get into it. Another chance is that you may be put in the front lines and may be killed, and you have a chance that you will not, and after you take those chances, if you are killed, you still have two chances."

The same thing is true with this flood-control bill. You can take chances. The chances are you are going to have floods and the chances are you are not. So why not put this off until we get through with this war? That is the thing that is vital and essential to the welfare of this country and to the winning of the war; and after we win the war, then we will have sufficient manpower for flood-control purposes. We want the jobs that this bill is going to carry, but why not wait till the war is won? Flood-control is important and I am for it, but I want to win the war first. I think that is the thing for us to do. Let us get the pruning hook out here and let us clip the wings of this bill and put in a few amendments to cut down millions of dollars. If you do that, you will be a whole lot better off; you will be considered among your people back home as being better American citizens and as trying to do the things that are necessary to be done at the proper time. The thing to be done now is to win this war and let a lot of these flood-control projects remain on the trestle board until after we win the war. If you do that, you will be doing a thing that is best for this country of ours.

Mr. SNYDER. Mr. Chairman, I yield 3 minutes to the gentleman from Mississippi [Mr. WHITTINGTON].

Mr. WHITTINGTON. Mr. Chairman, I have asked for this time for the purpose of inquiring of the distinguished chairman of the committee, the gentleman from Pennsylvania [Mr. SNYDER], with respect to the appropriations carried in this bill for plans for post-war flood-control construction. As is stated in the bill, and as shown by the report for general flood control, there is appropriated \$14,000,000, in round numbers.

Mr. SNYDER. That is right.

Mr. WHITTINGTON. As shown by the report, \$2,000,000 is for the purpose of preparing plans for post-war construction. Under the break-down of the \$14,000,000, while it does not appear in the report, there is an additional amount of \$2,000,000 for preliminary plans and surveys.

Mr. SNYDER. That is right.

Mr. WHITTINGTON. To provide the relief that many Members of Congress ask for almost weekly, if not daily, where there have not been any examinations of projects or of streams in this country. Secondly, as stated in the report, on page 5, attention is called to the fact that the Flood Control Act of December 22, 1944, was passed after the Budget submitted its recommendation.

Mr. SNYDER. That is right.

Mr. WHITTINGTON. There is no amount carried in this bill for preparing

the plans for those works which are for post-war construction under said act of December 22, 1944, and it is contemplated, as I understand—and I am asking this question to ascertain if I am correct—that additional funds will be carried in a supplemental appropriation bill for plans for construction under the said Flood Control Act of 1944.

Mr. SNYDER. It is so anticipated.

Mr. WHITTINGTON. I am glad to have the information requested for the RECORD.

Mr. SNYDER. Mr. Chairman, I yield 20 minutes to the gentleman from Montana [Mr. MANSFIELD].

Mr. CASE of South Dakota. Mr. Chairman, the gentleman from Montana has a special order today for 40 minutes. In view of the fact that he is using his time during general debate, thereby saving some time for the meeting that is to follow here this afternoon, I yield him 20 minutes of the time on this side.

THE LEDO ROAD

Mr. MANSFIELD of Montana. Mr. Chairman, I am today presenting to the House a report on the Ledo Road and pipe line which will, I hope, give to the membership a realistic picture of the difficulties encountered in building these projects and the possibilities they offer in assisting China and us in our fight against our common enemy. For much of this material I am indebted to the leader of the Marauders, Maj. Gen. Frank Merrill, deputy commander of the India-Burma theater; Brig. Gen. Lewis A. Pick, commanding general, advance section No. 3; Col. C. S. Davis, executive officer, advance section No. 3; Lt. Col. Edwin O. Shaw, Capt. George C. West, and many others.

General Merrill made it possible for me to make the 3-day jeep ride over the road—an experience I will never forget; General Pick was unstinting of his time and advice and the road well merits its name of "Pick's Pike" for, as I shall endeavor to point out, he furnished the drive and initiative. Colonel Davis, out of the fund of his knowledge, furnished a great deal of the material in this report and the pictures now on display in the Speaker's lobby, and to him and his immediate staff I am extremely grateful. Colonel Shaw and Captain West explained many of the details connected with the building of the road and were always generous with their time and information. Many others contributed to this report and to them—Maj. Gen. Howard C. Davidson, commanding general Tenth U. S. A. A. F.; Brig. Gen. Vernon Evans, chief of staff, India-Burma theater; Col. W. F. Breidster, deputy chief of staff, N. C. A. D.; Col. J. A. Stewart; Col. DeWitt T. Mullett; Col. I. S. Ravdin and Col. Thomas J. Cook of the Twentieth General Hospital; Col. A. C. Wellington, executive officer, S. O. S., Delhi; Col. Rothwell H. Brown, commanding officer of the Chinese-American tank forces in Burma; and Lt. Col. Jim Pinkney, of the Tenth Air Force—I am grateful.

Full credit should go to the commanding general of the India-Burma theater, Lt. Gen. Dan I. Sultan, a real soldier and a man of whom we Americans can be proud. He is no desk soldier but one

who, like Howard Davidson, Frank Merrill, Vernon Evans, and Lewis Pick, is more at home in the field with his men. Together they comprise a grand team and they have played a real part in the building of the road.

The Ledo Road was Gen. Joe Stilwell's vision, General Pick's job, and the G. I.'s monument. The boys who did the work, whether they carried rifles, drove tanks, caterpillars or tractors, flew planes, or built pontoon bridges, are heroes. Every one of them—and the nurses who looked after them—performed distinguished service in behalf of our country and China.

Recent reports indicate that supplies are being shipped into China in ever-increasing amounts. The tonnage over the Hump has increased from 35,000 tons for November 1944 to 44,000 tons for January 1945. Trucks, which formerly had to be flown into China, are now going over the road into Kunming under their own power. Before another 2 months have passed we will be transporting from India to China a minimum of 13,000 tons of oil and 12,000 tons of supplies every month over the Ledo-Burma Road, and I think that before 1945 is out that we will be shipping supplies into China over the Hump and the road at the rate of 100,000 tons a month. In the China theater that amount will be worth four times as much on a use basis than it would in any other theater.

In previous reports to the House I have stressed the importance of our routes into China. Now I should like to call to your attention the background of the Ledo Road and the pipe line so that the American people—through its representatives—can be aware of the epic job being done by its Army in the outermost area of operations at the end of the line.

By midyear of 1942 the area occupied by the Japanese had been extended to include all Burma. As the Japanese swept up from the south, English, Burmese, Kachins, Anglo-Indians, and a defeated army of British, Chinese, and a few Americans escaped as best they could into neighboring India. The Burma Road was closed, and with it the last supply route to the beleaguered Chinese.

The situation was critical. In Egypt the Germans were pounding at the gates of Alexandria, apparently preparing to strike to the east. Toward Burma, the formidable barrier of the uncivilized frontier beginning with the Patkai Mountains proved itself a sturdy bulwark, for at that moment it was all that stood between the Japanese and India.

In 1943, all eyes turned to the Orient. The Chinese were barely able to carry on, and only the trickle of supplies which crossed the Hump by plane kept their heads above water. It was evident that the dominant mission in the Far East at that point was the reopening of a supply line to the Chinese.

The map of India took on new importance. An inadequate railroad wandered lazily up the Bramaputra Valley to the farthest outpost of civilization in the northeast corner of Assam. Designed to service only the normal peacetime needs of the tea plantations in this part of India, the railroad terminated at Ledo,

an insignificant native village surrounded by jungle-covered hills. This same village had been the end of the trail for those refugees from northern Burma who fled ahead of the Japs in 1942. From Ledo, so named by the Italians who first opened the coal mines in the adjacent hills, began to unwind the road which was to make famous the name of the obscure Indian village.

Beyond the railroad lay the unbroken barrier of the Patkai Mountain Range stretching out like a giant finger from the Himalayas. It forms both natural barrier to communication between Assam and Burma, and at the same time a boundary between these two countries which nevertheless has remained too wild to be clearly defined or explored. Running east and west across northern Burma, these mountains blanketed by a 200-foot deep impenetrable jungle served as home only to the uncivilized tribes of Naga head hunters who are native to this portion of the world. From May through September the war monsoon winds, which sweep north over the plains of Burma, deposit the terrifically heavy rainfall over the entire area through which a road was to be built by the United States Army engineers.

The whole region in which operations were planned had the unsavory reputation of being the unhealthiest portion of the world. Veterans of the Philippines, Central America, and the South Pacific damned this country from Assam to the Hukawng as the worst jungle of them all. The Bengal tiger, king cobra, and blood-sucking leaches which infested it were far less dangerous than the unseen germs from which no part of this land was free and no man immune.

Staid Britishers dismissed the plan of a road as an impossibility. Professional soldiers had shaken their heads and said "no military vehicle will cross those mountains on its own power," and scoffed at the thought of trucks and tanks ever moving beyond the Ledo railroad. But during the final weeks of 1942 and the early part of 1943, plans for the project went on and the initial effort was begun.

The undertaking has no parallel in military history. It is a combination of building a major modern highway through virgin jungle-covered mountains and valleys, and at the same time having to fight a first rate, well-equipped enemy for the ground over which the road is to run. It departs from the usual strategic concepts in that the construction phase—Services of Supply—is the primary objective; the fighting—combat—is secondary, to brush the enemy aside from the road route. Although by comparison with other theaters the number of men involved is not large, the whole enterprise, in manpower, materials, and objective, is on an unprecedented scale. Furthermore, the defending Jap was capable of being the superior force. The situation has not been simplified by the fact that, in the scheme of global warfare, this theater is both at the end of the longest line of communication in the world and not the highest on priorities.

The road is an ever-lengthening dragon with an insatiable appetite. Its

mouth is at Ledo and its extending tail pushes through the hills and down into Burma. A triad of effort sustains it.

First. Engineer: To develop the base from which the dragon feeds and to see that the tail grows steadily in the right direction.

Second. Supply service: To feed the hungry animal rations and material.

Third. Medical: To conserve the effective manpower doing the job. On this same organization for construction is superimposed the heavy burden of supplying and hospitalizing combat troops.

Inevitably, no one of these three essential services is able to secure all the personnel, equipment, supplies, or housing it considers necessary for the accomplishment of its mission. It has been a kaleidoscopic scene of mud, insufficient and overtaxed equipment, rain, malaria, disappointment, heat, language difficulties, jungle fighting, landslides, and homesickness. The work has gone forward by dint of a prodigious expenditure of sustained physical and emotional energy on the part of all concerned.

The mission is best viewed in its four main phases, during each of which the activities of the three essential services had to be readjusted to meet the changing needs. First came the 100-mile drive through the Patkai Mountains into the Hukawng Valley, climaxed by the break-through to Shingbuiyang of the lead dozer on the 27th of December 1943; second, the valley campaign which ended with the dry season; third, Myitkyina; and finally, mopping up and the junction of the Ledo and Burma Roads.

B. FIRST PHASE: THE ROAD TO SHINGBUIYANG

During the exodus from Burma in the face of Jap aggression, 30,000 refugees started up this narrow trail into India. Thousands died—of fever, hunger, exposure, exhaustion. Bit by bit, personal belongings were abandoned. Reliable observers estimated 20,000 persons perished on this 110-mile trail. Months later, as engineers pushed the road through the jungle, their skeletons seemed almost to pave the trail in places.

In its first 100 miles the road covers seven summits of the Patkai Range. From the peak at Pangsau Pass, four countries can be seen: China, Tibet, Burma, and India. From Hell's Gate to Pangsau Pass, a distance of 7 miles, the climb is straight up, with 220 hairpin curves in this stretch.

In contrast with the Ledo Road, the Burma Road is a narrow trace with a high crown of hand-laid rock. No rock of any structural value is available anywhere along the route of the Ledo Road. As a result the road is graveled, the material being secured from rivers along the way. Minimum shoulder-to-shoulder width of the road in the mountains is 33 feet, while in the valleys it is a minimum of 49 feet. Although the Ledo Road was built with temporary bridges for combat expediency, its standards are those of a freight highway designed to carry more than 60,000 tons per month (an average of 8,500 vehicles pass one military police post in a 24-hour period). It is a safe 2-way road with a maximum 10-percent grade.

All temporary bridges have been replaced with modern steel structures, the latest design in military stream-crossing equipment being installed. Because of the tremendous rainfall along the route, prodigious culvert installations are required. For every mile of road, 10,000 feet of culvert have been installed.

The Ledo Road was first covered by advance survey parties that determined the best routes. Next the lead bulldozer blazed a path through the jungle. This was followed by clearing crews, who blasted the trees with tons of dynamite and pushed the debris aside. Next, leveling and grading was performed, culverts, drains, and ditches dug. Finally the road was metaled with gravel, hauled from gravel points at rivers, sometimes many miles from the spot being covered. Lastly, the gravel was spread over the highway surface. Through the mountainous sections the road was built almost entirely with bulldozers. In the valleys, these same tractors were used to pull scrapers.

Work was begun in December of 1942 and continued through the winter in the hands of three battalions of colored American engineers, together with a small number of other troops, but initial progress was slow. During the following March heavy rains began and work on the road was seriously impeded. Little advance was made because work crews were forced to concentrate on maintaining that portion of road already cut and to keep it open to traffic.

During the remainder of the 1943 monsoon season, all forward progress on the road was halted and the men battled against nature to hold the narrow ribbon of roadway. They widened the trace, installed culverts, graveled the roadbed. The incessant rains continued. Dozers were lost over banks. Men were soaking wet all the time; not even their beds were dry. Equipment was buried by slides. By September 1943 the toughest road job in the world had come to a standstill only 42 miles from the starting point, and all concerned were thoroughly discouraged. It was evident that new leadership was needed if the road was to go through.

In October 1943 Brig. Gen. Lewis A. Pick took over the job of building the Ledo Road and supplying General Stilwell's combat forces. He analyzed the situation, reorganized his forces, and promised Stilwell that the road to Shingbuiyang would be open for traffic on New Year's Day. On December 27 the primary objective of the Ledo Road was completed; the building of a road into Burma over which Gen. Joseph W. Stilwell could bring men and equipment and supplies in his return march against the Japs. The road reached the village of Shingbuiyang 4 days ahead of the scheduled dead line. This cut through the matted, malarious, jungle-covered mountains was outstanding in all the brilliant achievements by the Corps of Engineers.

The Patkai Mountains are one of the foothill chains of the Himalayas. Peaks in the immediate vicinity of the road reach an elevation of about 6,000 feet; the highest point on the road itself is about 4,500 feet. The soil is clay with

an insecure shale foundation; vegetation is a dense tangle of tropical hardwood, bamboo, and ferns. The valleys are steep and narrow, and the streams become torrents when rain falls in their watersheds. Population is thin, and the small villages cling to the tops of the hills. All native trails climb the slopes at steep grades and follow high saddles across the ridges. After 2 weeks on foot in this territory, an engineer colonel, who had spent much of the last 20 years in Alaska, termed this the roughest country he had ever seen.

The first phase comprised the extending of the road through the mountains until it entered the Hukawng Valley of northern Burma at Shingbuiyang—mile 102. It was entirely construction. Combat was limited to minor patrol activity. During this phase construction, supply, and evacuation were complicated by the fact that everything had to move over a single gravel road building through the mountains. Bypasses were precluded. Mud, broken bridges, and landslides were chronic. The use of native porters, utilization of short-cut trains for foot traffic and air-dropping were purely supplementary.

Late in December 1943 Americans and Chinese were pouring into Shingbuiyang over the break-through trail, an air strip was in operation, and a hospital unit was receiving Chinese casualties. The lead bulldozer had plunged down Kabkye Hill and reached the valley on the 27th of December. The first leg of the race to China had been covered.

C. SECOND PHASE: THE VALEY CAMPAIGN

On December 31 two bulldozers started cutting a new road south of Shingbuiyang through the Hukawng Valley to the Tanai River (upper Chindwin). Because this was definitely a combat zone, guards from both the Chinese and American armies were out in front and on both flanks of the engineers. At Taihpa Ga, a company of American engineers constructed an airfield while being subjected to Jap artillery and sniper fire. The men worked on armor-plated equipment, took to slit trenches during a barrage, then went back to work. A number of men were wounded, but the field was completed in record time.

By February 1944 the lead bulldozer had advanced to mile 134.5. At the end of May the lead bulldozer was at mile 190.5—Warazup—where progress was halted by enemy action. Airfields at Shingbuiyang, Tingkaw Sakan, and Warazup were completed or under construction when the rains started. The end of May brought the monsoon in full strength. The rains, though later, were heavier than in 1943. In one 2-day period at Tagap a rainfall of over 15 inches was recorded. At Shingbuiyang, total rainfall for the season was over the 150-inch mark.

Slides, washouts, cave-ins, and waist-deep mud in many places were encountered. All new road construction was halted and once more the engineer troops turned to maintenance work to hold the road against encroachments of the monsoon. There were black days, one after another. Six major bridges were swept away by flash floods during one 24-hour

period. But never was the road blocked more than 96 hours, and great convoys of trucks rolled over the road into Burma all during the 5-month-long rainy season.

The Japanese had to be pushed back to make way for the road. Tactically this required clearing the valley by a series of frontal pressures and flankir movements. There were several difficult river crossings. The combat command was comprised of two American-trained Chinese divisions. In later weeks Merrill's famous "Marauders" moved down the line. The Japs refused to withdraw and had to be pushed back by the sheer viciousness of repeated battles—Yup-bang, Taihpa Ga, Maingkwang, Malabum, Shaduzup.

Once in the flat lands, the road-construction problems changed in character in three respects: First. The old refugee trail ran across the valley through the principal villages. This was developed into a two-track combat road. Along it occurred the main action. It was the main supply line.

Second. The Ledo Road followed a different route along higher ground in an arc to the east and rejoined the old trail at the lower end of the valley. This eliminated the necessity of this section carrying freight until it was ready for traffic. It also permitted the use of bypasses, and basic work proceeded at several points simultaneously. The dense jungle growth resembled that of the hills, but the construction problem changed from sidehill cutting to raising the road-bed over marshy areas.

Third. Flat land facilitated the building of air fields at vital locations. These were extensively utilized for movement of supplies and personnel, and as bases for fighters and bombers so that our air superiority could be maintained.

In April and May, the Chinese were fighting their way down out of the Hukawng and into the Mogaung Valleys, meeting increasingly stiff opposition. At the same time, a combat team of Americans and Chinese crossed eastward into the Irrawaddy Valley, and secretly moved toward the air field at Myitkyina.

The dry season was virtually over; the road was graveled to about mile 151; a final 15-mile link to the advance sub-depot at Tingkaw was incomplete. Access by ground to the latter town was over the old Combat Road, which joins the new road trace at this point, and which was becoming increasingly difficult to navigate due to rain. Construction of a pipe line had kept pace with the road and by now it was supplying fuel to Tingkaw. An improved gravel road ran 20 miles south to Warazup (mile 185), where a new air strip was under construction. Fighting on the Kamaing front was only a few miles below, and the supply road was built right into the artillery emplacements.

D. THIRD PHASE: MYITKYINA

The beginning of the monsoon could reasonably be supposed to preface a general let-down in the intensity of the Allied advance; a period of quiet waiting and relaxation could be expected. Academically, it was impossible to supply

the 50,000 troops so far forward of the railroad under such conditions. So reasoned the Japanese.

But Uncle Joe Stilwell turned to Brig. Gen. Lewis A. Pick, white-haired boss of Pick's Pike, whose problem also it was to keep the combat troops supplied. Can continued operations in the valley be supported plus a surprise attack in force on Myitkyina during the monsoon? It was a bold stroke, and on General Pick's answer hinged the decision. He loaned Uncle Joe two of his combat engineer battalions to assist in the attack and committed himself to support the operation.

The airfield at Myitkyina was seized at the end of May. Surrounded by Jap territory, the Americans and Chinese clung desperately to their position; they depended entirely on air supply and air evacuation. June brought with it everywhere rainfall well above the average. The fighting continued vicious and without quarter, but by the 3d of August the town had fallen and the area was mopped up. The advance was months ahead of schedule.

Meantime, another force of Chinese, British, and some Americans pushed down the valley from Warazup through Kamaing and Mogaung to Sahmaw. This push was supported in part along a badly flooded road and by barge down the Mogaung River, but mainly by air. Eventually this force established contact with the Myitkyina troops, and the situation at the end of summer was well in hand.

Throughout the monsoon, the engineers were fighting to hold their own. The finished road stood up. Supply depots and medical installations were developed near the airfields at Shingbuiyang, Tingkaw, Warazup, and Myitkyina. In spite of all the hardships, in spite of the rains, the campaign had been pushed and won.

E. FOURTH PHASE: ROAD JUNCTION

With the coming of dry weather in October 1944, the ground forces again came into their own. The old road running through Kamaing and Mogaung to Myitkyina was rehabilitated and was carrying convoys in November. The new road trace is being pushed forward with incredible speed. Myitkyina is a great forward base with airfields, warehouses, and hospitals. With this support, combat has pushed down toward Katha, Bhamo, and beyond. Japanese forces have been completely routed.

THE PIPE LINE

Integral in the project to supply China is the pipe line. It was designed as a continuous system starting with a tanker unloading terminal at Calcutta; following the Brahmaputra Valley through Bengal and Assam; across the Patkai Range into northern Burma; on into China with the eastern terminus at Kunming in Yunnan Province. The line parallels the Ledo Road from Assam to its junction with the Burma Road, then it will follow the latter into Kunming.

As the line progressed, completed portions furnished gasoline and high-speed Diesel fuel to the fighting and construction forces driving south. Later it was a

vital factor in supplying aviation gasoline to the numerous newly constructed airfields along its route.

The line was divided into two sections: One section was a 6-inch line from Calcutta to Tinsukia, in northern Assam, approximately 750 miles, where it emptied into a large storage terminal. The other section consisted of two 4-inch lines starting at Tinsukia and ending at Kunming, China, approximately 1,000 miles.

In the early fall of 1943 materials for the 4-inch lines began to arrive in the Ledo area, and in October General Pick gave the signal to begin construction. There were no trained pipe-line personnel available, so engineer general service troops were pressed into service. Work started at Digboi, Assam, where motor gasoline and high-speed Diesel fuel could be obtained from the Assam Oil Co.

At first many difficulties were encountered and the untrained personnel made slow progress, but after a few weeks of practice these men were constructing pipe line like veterans and had completed 50 miles of the first 4-inch line before trained engineer petroleum distribution companies arrived to relieve them. On the second anniversary of Pearl Harbor the pipe line had delivered its first gasoline to Ledo, and the storage tanks at Mile 0, official starting line of the Ledo Road, were filled. The first section of the Tinsukia-Kunming line was in operation, greatly easing the burden of moving motor gasoline by truck or rail.

Many difficulties confronted the crews as they progressed. Although the line paralleled the Ledo Road as closely as possible, many times the right-of-way had to deviate from the road due to the terrain. In some cases bulldozer traces had to be cut down and around a mountainside in order to get pump equipment and pipe on the proposed site. In one instance a whole pump station was dismantled and portered piece by piece 4 miles through the jungle and then re-assembled on location. Numerous cable suspensions were constructed over the many chasms that had to be spanned. For one 20-mile section reaching up to Pangsau Pass, one-tenth of the line had to be supported by cables.

All this tended to slow down construction, but by February 1944 the completed pipe line was supplying gasoline needs for the first 50 miles; by the end of March as far as Shingbuiyang—mile point 102.

Construction of the line moved on south toward Tingkaw Sakan. The monsoon season began with full force, and mud and water seriously hindered transportation of materials. Progress was slow, and on some days only a few hundred feet of line were completed. However, by midsummer high-speed Diesel, motor, and aviation gasoline were pouring through the line to Tingkaw.

Past Tingkaw the line was pushed on toward Warazup. Simultaneously work began at Warazup on a line to Myitkyina, and from there another crew began a meeting line. Part of this would remain in place as a section of the permanent installation; the remainder iso-

lated by a shorter route would be removed and reused elsewhere when its job here had been completed.

On the section south of Warazup the old native roads had become impassable. Water was 4 or 5 feet deep along some of the proposed right-of-way. Material was hauled by truck as far as the roads would permit or dragged through by tractors. Then pipe rafts and pontoons with outboard motors were called into play to float the pipe where needed. Many times men had to wade waist deep in water to get the pipe strung; they then had to work all day in the same water to get it coupled together. Progress was difficult, but 4 days before the October 1 target date the line was completed to Myitkyina. The arrival of gasoline and Diesel fuel through the pipe line released many cargo planes for other critically needed supplies.

The maximum output of the two 4-inch lines is nearly equal to the carrying capacity of 400 cargo trucks. In a 24-hour period they will deliver approximately 8,000 barrels of fuel, or 336,000 United States gallons.

At the present time motor gasoline, high-speed Diesel, and aviation gasoline are being dispensed at all required points between Ledo and Myitkyina and beyond. One-third of the 1,000-mile line was in operation by early December supplying the fuel for tanks, road graders, bulldozers, cargo trucks, jeeps, and cargo and combat planes.

Early in November an advance party for the China section of the line was flown over the hump to Yunnanyi to set up a headquarters, and three engineer petroleum distribution companies followed soon afterward. On December 1, construction began in the China theater. At the same time the line was moving south from Myitkyina, on toward China, keeping pace with the road. The Calcutta to Kunming pipe line will become a reality early in 1945.

Behind this feat, one of the epics of this war, lies an engineering achievement unsurpassed anywhere. While not an inch of the pipe line built has been damaged by enemy fire, work on more than one occasion proceeded under Japanese assault.

The vital urgency of the job was felt by all who worked day and night under protection of sentries, throughout the monsoon when floods exceeded the protection of gum boots, and with malaria causing havoc among personnel. The work progressed amidst wild animals and snakes, many of which were killed, while leeches, unwelcome but tenacious companions, not to mention other crawlers of the jungle, were a pest. The Tenth U. S. A. A. F. rendered valuable aid, dropping rations, medical necessities, and mail to inaccessible parties.

Three quarters of a million section pipes, each of 20-foot length, were brought from America. American labor employed received special training for 3 months in the States. This labor was supplemented in the first stage by over 7,000 coolies, supplied from tea-garden labor and latterly by the Indian Pioneer Corps, 2,000 of whom were employed at one stage.

It is impossible to describe the day-to-day difficulties which had to be contended with, mainly in the matter of transport, in building the line. The pipe has been laid at an altitude of over 4,000 feet and will cross ranges of 8,500 feet in China. It has been suspended over rivers and laid under rivers. At some stages of the construction obstacles appeared insuperable but were overcome, one by one. Every problem faced sharpened resources of solution.

The engineers feel that the worst part of their job is yet to come when the line will have to be taken over high mountains in China. But these sturdy, determined men of skill, who have overcome heartbreaking set-backs and vile weather, will see it through and enable precious fuel to be pumped to China in the common cause—to lick the Japanese as quickly and completely as possible.

MEDICAL SERVICE

Since neither construction nor combat can proceed without able-bodied men, the function of the medical department is to conserve manpower. This program has developed along several essential and interlocking lines of attack. These phases may be roughly grouped as preservation of health by sanitary measures and malaria control, meticulous medical care to troops within their own units, hospitalization for more serious conditions which require specialized attention, and the handling of battle casualties, both American and Chinese. The integration of all these activities is no small project. The terrain, the torrential rains, the limited facilities, the difficult communications, and the shortage of personnel have been overcome by flexibility, ingenuity, and persistence.

This is the most highly malarious area in the world; dysentery is ever present in the native population; heat and humidity of the long monsoon sap energy and decrease efficiency; leeches penetrate leggings and socks to produce tropical ulcers—but all these have been combated by unflagging attention to control measures and the scientific application of sanitary discipline.

Initial medical care for the troops has presented problems which, during the past year, have resulted in shifting the emphasis from the unit surgeon as an implement of the organization to which he is assigned. Of necessity he has become increasingly the neighborhood doctor, wherever he may be. A new and informal administrative system has been developed to assist each medical officer along the road to provide integrated medical care, and sanitary supervision for the troops in his immediate zone, regardless of to whom they may belong. This system is reinforced by a chain of improvised dispensaries.

In the 15-month period since active fighting began thousands of battle casualties have been treated in U. S. A. A. F. hospitals. Many cases were handled under extremely difficult circumstances of housing, equipment, and transportation. Modern methods of treatment and the latest drugs—such as penicillin, plasma, and the sulfanomides—have been used side by side with crude bam-

boo emergency splints, a home-made blood-bank organization, and the use of rain water as intravenous fluid. The results have been most gratifying.

The difficulty of handling the wounded in jungle country, particularly in the summer months when ground communication is drastically curtailed, has resulted in increasing dependence on air evacuation. The last 8 months have been a striking example of the value of complete air superiority. Our unarmed supply transports shuttle all over northern Burma carrying reinforcements, rations, and ammunition, and returning with casualties and sick. In time, it was found to be both economical and efficient to rely on air evacuation. The tendency to locate hospitals with reference to major air fields resulted in an apparent heavy concentration of hospital beds toward the rear, two or three hundred miles from the fighting front. This meant, however, better built and better supplied hospitals. For the patients, it meant well organized and highly specialized treatment within a minimum of time after being wounded.

Liaison planes fly casualties back from isolated spots or from undeveloped strips. They are picked up at major fields by air ambulances or empty transports and distributed to the hospitals. This system at one period reportedly was handling one of the heaviest turnovers of air evacuation of any American theater. It has certainly resulted in an incalculable saving in man-hours of ambulance transportation, which is favorably reflected in casualty mortality and morbidity statistics.

In spite of the potential health hazards natural to the country, and the physical difficulties in getting the right team on the right spot in time, progress is always forward. The road troops receive the highest grade of medical care, and Chinese and American fighting men in this sector are getting surgical attention equal to any that can be provided throughout the world.

With the capture of Bhamo on December 16, 1944, and of Wanting, in China, on January 21, 1945, by the C. E. F., the last two combat obstacles to completing the road were overcome. The Chinese First and Sixth Armies, American trained under Generals Sun and Liao, had done their job well and now the road can be rushed through to completion. Trucks, which we have had to ferry over the Hump, are now traveling over the Ledo-Burma Road clear to Kunming, and before spring we will be shipping in thousands of tons of needed matériel over the road to China, and our pipe line from Calcutta, the longest in the world, will be feeding the hungry tanks of the planes of the Fourteenth Air Force. The completion of the road and the pipe line will mark an achievement that America can be proud of because the boys who built them and the girls, the nurses who looked after them, did their jobs under the most trying and difficult conditions anywhere in the world.

In conclusion, I should like to quote the words of the Generalissimo, Chiang

Kai-shek, who, on the occasion of the first convoy over the Ledo-Burma Road reaching Kunming on January 28, 1945, said:

Now comes this caravan, roaring into China over an area which the Japanese thought just yesterday to hold in everlasting peace. For this turn of events, we and our allies have paid no small price, but we have proved to the enemy that neither the will power of China nor the will power of her allies to win the war can be shaken.

Yes, Mr. Chairman, the 1,044-mile road from Ledo to Kunming is now in operation. While it will contribute greatly in defeating Japan there is another road yet to be traversed—the road to Tokyo—a long, tough highway. When that is completed—and it will be—then we can build the kind of a road our boys and our people would, above all else, like to construct—a road to security, understanding, and a permanent peace.

Mr. MANASCO. Mr. Chairman, will the gentleman yield?

Mr. MANSFIELD of Montana. I yield to the gentleman from Alabama.

Mr. MANASCO. May I point out at this point in the RECORD that General Pick is an Alabaman and we are very proud of the work he has done and his accomplishments.

Mr. MANSFIELD of Montana. I thank the gentleman. Alabama can be very proud of that job that General Pick has done, and is doing.

Mr. CASE of South Dakota. Mr. Chairman, will the gentleman yield?

Mr. MANSFIELD of Montana. I yield to the gentleman from South Dakota.

Mr. CASE of South Dakota. If we are going to indulge in bestowing honors around here and claiming reflected glory for the antecedents of General Pick, it should be pointed out that immediately previous to this assignment to the building of the Ledo Road, Brig. Gen. Lewis A. Pick was the Missouri River division engineer stationed at Omaha, Nebr., in charge of the military construction of the Army throughout the Missouri River division. He was there during the heavy period of construction for the war effort and during that time carried on the largest construction program of any division engineer in the United States. He came there at a time when some work in the valley was behind schedule due to bad weather and adverse conditions of one sort or another. He brought it all up to schedule and completed every single project ahead of schedule. At that time he became interested in the responsibility placed on him by the Congress for studying flood problems in the Missouri River Valley and became the author of the Pick plan for control of floods in the Missouri River Basin. He had formulated that program and made recommendations to the Congress and had hoped to stay with it when he was called for this job building the Ledo Road, which, as the gentleman has so well stated, is one of the outstanding engineering achievements of the world. So the people of the Missouri River Valley and the Midwest generally who are familiar with the tremendous driving character of this man Pick also take pride and pleasure in the gentleman's remarks.

Mr. MANSFIELD of Montana. I thank the gentleman. From what he has just said, it would appear that General Pick is doing what he has been accustomed to doing all along—being sent somewhere where a job has to be done at which time he takes up the slack and not only brings it up to what it should be but pushes it on to completion ahead of schedule.

Mr. CARLSON. Mr. Chairman, will the gentleman yield?

Mr. MANSFIELD of Montana. I yield to the gentleman from Kansas.

Mr. CARLSON. May I concur in what the gentleman from South Dakota has said about Gen. Lewis Pick. We folks who are in the Middle West and the Missouri River Valley know what fine work he did in making plans that will be carried out in the next 50 or 100 years out in our section, and we are pleased that he is taking such a prominent part in this war.

Mr. MANSFIELD of Montana. I thank the gentleman. I can assure you all that General Pick is still very much interested in the development of the Missouri River even now, though he is probably 12,000 miles away. He tries to keep up on what is happening in this country, because he seems to have had his heart set on a proper development of the Missouri River so that all the States along it would achieve the utmost benefits as it develops. I should like to add also that he made personal inquiry of me about his good friends, the gentleman from Alabama [Mr. MANASCO], the gentleman from South Dakota [Mr. CASE], and the gentleman from Kansas [Mr. CARLSON], who have all just spoken. Their sentiments, I know, are echoed by all of us who live along the Missouri.

Mr. DOLLIVER. Mr. Chairman, will the gentleman yield?

Mr. MANSFIELD of Montana. I am delighted to yield.

Mr. DOLLIVER. A close personal friend of mine, returning from this operation about which the gentleman has spoken, told of the difficulties encountered in the mud, saying that he had actually witnessed a large bulldozer practically disappear in the mud. Would the gentleman have any comment to make on that?

Mr. MANSFIELD of Montana. As I mentioned in my statement, if the gentleman will recall, equipment was lost in the mud and over the sides of mountains. While it is something to regret, it is far better to lose equipment than it is to lose lives. I want to say for General Pick, Colonel Davis, and General Sultan, and all the officers in charge of the operations out there, they have done everything in their power to conserve manpower, and they have done what they can to build a road with the least loss of lives and with the greatest use of machines and materials. Of course, some machines are lost, but that cannot be helped, and, besides, it is little compared to what has been achieved.

Mr. DOLLIVER. Maj. Elmer E. Apt is the individual I referred to, from Fort Dodge, Iowa.

Mr. MANSFIELD of Montana. I thank the gentleman for his contribution.

Mr. SNYDER. Mr. Chairman, I yield 4 minutes to the gentleman from Arkansas [Mr. HAYS].

Mr. HAYS. Mr. Chairman, I have asked for these few moments to speak very briefly of the experiences which some of us were privileged to have last summer. I am inspired to do this partly by what was said in the discussion of the conditions of the overseas cemeteries. I assume we would all agree that in the final analysis the loved ones of those who have been lost in battle will determine their last resting place. I hope it will be of some consolation to families in the meantime to know, however, that the cemeteries are now being very carefully attended. It would be hard to say enough in tribute to our Quartermaster Corps for the fine care given the cemeteries that our congressional party visited last September. This was an informal mission. It was an interesting coincidence, however, when we 10 finally converged in Normandy there were 5 from each side of the aisle. It was wholly nonpartisan in character. We visited the cemeteries at LeCambe and St. Mere Eglise. I think those were the high moments of our trip. As we reflected on the trip we agreed in the cabin of the *Queen Mary* on our return that this experience had a profound meaning for us and that perhaps none of us would ever be the same again. We were inspired by the fact that the coming victory will be at a terrific cost. We were inspired by a very interesting and beautiful symbolism in the fact that when we visited the grave of Lieutenant General McNair there was buried near him a sergeant and men of lower rank. The white crosses were there in abundance and there were also Stars of David to remind us that Christian and Jew had fought together; and that represents something very precious in the life of America. The visits to those cemeteries meant a great deal to us for that reason.

Mr. ELLSWORTH. Mr. Chairman, will the gentleman yield?

Mr. HAYS. I yield to the gentleman from Oregon.

Mr. ELLSWORTH. I would like to say to the gentleman, confirming what he said about the cemeteries, when I returned home after having visited the grave of a young man who was killed near there, his mother asked me what I thought about the future for his grave. I gave her as my considered advice the opinion that the grave be left in that cemetery, that is, in the cemetery you mentioned where General McNair is buried. I think it is a grand spot, well attended, and they are doing a very fine job.

Mr. HAYS. The gentleman will recall the scenic beauty as well and the very meticulous care given to the graves of our men.

Mr. HOLIFIELD. Mr. Chairman, will the gentleman yield?

Mr. HAYS. I yield to the gentleman from California.

Mr. HOLIFIELD. I might say to my distinguished colleague from Arkansas, as he knows, I was also privileged to make the trip with the gentleman from Oregon and the gentleman from Arkansas.

I can testify to the truth of his remarks in regard to the care of that particular cemetery. It was absolutely spotless. There was not a weed in the cemetery. It could not have been cared for any better. One of the interesting things that was told us at that time was the fact that many of the French civilians in the nearby countryside had selected certain graves to which they brought fresh flowers. We saw flowers on many of the graves at that time. The people of the countryside are also interested in the keeping of these cemeteries in good shape. The Quartermaster Corps is doing a wonderful job.

Mr. HAYS. I am glad to have these expressions from my colleague, evidencing the sentiment that I believe all of us shared.

The CHAIRMAN. The time of the gentleman from Arkansas [Mr. HAYS] has expired.

(Mr. MANSFIELD of Montana asked and was given permission to revise and extend his own remarks.)

Mr. CASE of South Dakota. Mr. Chairman, I yield 5 minutes to the gentleman from Nebraska [Mr. CURTIS].

Mr. CURTIS. Mr. Chairman, I have been much interested in what has been said today and on previous occasions with reference to the work of Gen. Lewis A. Pick in road building on the Ledo Road. It has been my privilege to know General Pick for some time. He was division engineer for the Corps of Engineers, located at Omaha, Nebr. I think General Pick is one of the finest of all public servants. He is more than an engineer. He is a great soldier, a great statesman, a great citizen, and a great engineer.

Mr. MANSFIELD of Montana. Mr. Chairman, will the gentleman yield?

Mr. CURTIS. Briefly.

Mr. MANSFIELD of Montana. I agree with what the gentleman says about General Pick, who has done a great job on the Ledo Road, but I would like to see at least a subcommittee of the Military Affairs Committee of the House visit India, Burma, and China, so that they could see for themselves and report back to us occasionally just what these boys are going through, and what a magnificent work they are doing under most difficult circumstances. A visit of this kind would be a great morale builder and it would also show the service folk out there that we are interested in them and that we appreciate the difficult job they have done.

Mr. CURTIS. I think those visits have been a good thing, and have been beneficial to the Congress.

I now wish to ask the chairman of the committee in charge of the bill a question about the bill if I may. I notice we appropriate the sum of \$2,000,000 for detailed planning of flood-control works. However, the report reveals that none of this money will be spent in planning the projects authorized in the Flood Control Act of 1944, which just became a law late in December. I would like to know what the plans are for making money available for further detailed planning for the projects contained in this recent Flood Control Act.

Mr. SNYDER. I can say to the gentleman that the projects which the Army and the Navy, the War Manpower Commission, or the War Production Board believe are necessary to be completed in the next month or the next year, if the war continues, will be completed if the money is asked for. I assume they will come back and ask for an appropriation.

Mr. CURTIS. I understand. I am not talking about construction funds. I am speaking of funds so that detailed plans for post-war construction can be prepared.

Mr. SNYDER. They have requested \$10,000,000 for post-war planning for construction work of new projects offered in the bill that was passed December 22, 1944.

Mr. CURTIS. Now, why was that not in this bill?

Mr. SNYDER. The Bureau of the Budget has not passed on it; it did not reach this committee. Is that right, I ask the gentleman from South Dakota.

Mr. CASE of South Dakota. Yes, Mr. Chairman, will the gentleman yield?

Mr. CURTIS. What are the plans of the committee with respect to bringing it in at a later date?

Mr. CASE of South Dakota. In the normal course of business, as soon as the Budget Bureau estimates come before the Congress it will go to the appropriate committee. Had those estimates come up in time to be considered by the subcommittee dealing with civil functions of the War Department, they would have been considered for this bill. We interrogated the Army engineers on that point and the gentleman will find in the hearings on pages 131, 132, and 133 a breakdown of the proposed \$10,000,000. Two million dollars of it is allowed by the Chief of Engineers for working plans for these newly authorized projects during the balance of this current fiscal year. The additional \$8,000,000 he is requesting for planning work on these recently authorized projects in the new fiscal year, 1946. The Budget Bureau has not completed its consideration of those requests from the Army engineers; consequently, there was nothing officially before the Congress on that matter in the way of a Budget estimate. It is anticipated that when the Budget has completed its consideration and transmits the estimate to Congress that the supplemental estimates will come to the deficiency subcommittee.

Mr. CURTIS. Is it likely, then, that this item will perhaps have to go over another year? Is that the intent of the committee?

Mr. CASE of South Dakota. That is hardly a correct conclusion. If they come up in time that the deficiency committee can consider them during the present session and acts favorably on them, they will be reported to Congress some time this spring.

Mr. CURTIS. I hope funds can be made available for this detailed planning. It is necessary and important.

The CHAIRMAN. The time of the gentleman from Nebraska has expired.

(Mr. CURTIS asked and was given permission to revise and extend his remarks.)

Mr. CASE of South Dakota. Mr. Chairman, I yield myself 10 minutes.

The CHAIRMAN. The gentleman from South Dakota is recognized for 10 minutes.

GENERAL PICK OF PICK'S PIKE

Mr. CASE of South Dakota. Mr. Chairman, the remarks of the gentleman from Montana [Mr. MANSFIELD] on the building of the Ledo Road have a special interest for anyone who has followed the work of the Army engineers. This pending appropriation bill deals with the civil functions of the War Department, and it is of interest for one who follows the work of the Army engineers on flood control and military construction in this country to know that when the War Department was called upon for this tremendous job of building the Ledo Road they turned to the man who made an outstanding record in this country, Gen. Lewis A. Pick.

I recall the time when General Pick was called to Washington in September of 1943 from his work as division engineer of the Missouri River division at Omaha. He was here for 3 or 4 days, given only that short period of time to take the initial steps in organizing the staff he was going to take with him to set up this work in Burma and India. He said to me: "I cannot tell you where I am going, but I am going a 'fur' piece." I did not try to press him further but because of general conditions I was able to make a fairly accurate guess of where he was going. I have heard from him two or three times. He was attacked by malaria and himself had to meet the rigors of going from a midwestern climate in the United States to that of India and Burma; yet he carried on to outstanding success.

When the Committee of the Whole goes back in the House I shall ask permission to include in my remarks an article which appeared in last Sunday's magazine section of the New York Times treating also of the building of the Ledo Road, or Stilwell Road, or Pick's Pike, whichever name you want to call it.

The article referred to follows:

GENERAL PICK OF PICK'S PIKE—THE BUILDER OF STILWELL ROAD IS MORE LIKE A COUNTRY DOCTOR THAN A HARD-DRIVING ENGINEER

(By Tillman Durdin)

MYITKYINA, BURMA.—When the first convoy of American war supplies for China rolled across the Burma border into Yunnan the other day, a big, white-haired man, whose gentle smile and mild blue eyes registered quiet satisfaction, sat in the leading jeep. The man was Brig. Gen. Lewis A. Pick, builder of the Ledo Road—now officially named the Stilwell Road—the greatest engineering feat in the annals of the United States Army.

General Pick had a right to be proud. He was witnessing a scene that represented the triumph of himself and his men over the most formidable natural obstacles ever surmounted by road engineers. He was seeing the fruition of 2½ years of struggle with jungles, mountains, floods, disease, death, and loneliness.

Scores of competent engineers had said it could never be done. It had been done. Pick's Pike was open, delivering supplies to the Chinese people.

When General (then colonel) Pick took command of the Ledo Road project in October 1943 the road, after a year of work, was stalled in precipitous, rain-soaked jungle in the dark heart of the Naga Hills, 45 miles from its starting point. Some of the men connected with its construction had broken under the terrible pressure of the job and the unimaginable ordeal of the monsoon. Some were ready to say, "It can't be done."

Pick called his officers together.

"The Ledo Road is going to be built," he said. "Mud, rain, and malaria be damned."

Pick spoke quietly but every man in his command soon knew he meant what he said. He moved his headquarters far up the road, instituted day and night work with the use of all illumination that could be mustered. He ruthlessly weeded out ineffective officers, set a hard schedule and demanded the utmost of his men. The road started going ahead by leaps and bounds.

Pick's shrewdness and drive as an engineer were clearly displayed at this stage. Asked by Gen. Joseph W. Stilwell on November 3 to build a jeep track 50 miles from the roadhead to Shingbwiyang through the worst stretch of the route, Pick thought a bit and said: "I can't build you a jeep track but I will build you a military highway for trucks. When do you want it?"

"Can you get it through by January?" asked Stilwell.

Pick smiled his quiet smile and said, "O. K."

He rushed bulldozers and other equipment through an old trail, then dropped some gear from airplanes, used air-dropped supplies and got the work going at 3 different points at once. On December 27 the lead bulldozer broke through to Shingbwiyang followed by 53 trucks carrying Chinese troops and equipment. Even Stilwell had doubted Pick could do it and Stilwell was never a man to say anything was impossible.

After Pick had put his road through to Shingbwiyang Stilwell suddenly asked for a quick combat supply road to the Taro area, 20 miles away and off the main route. In addition, he wanted a combat road through the Hukawng Valley and work to continue on the main highway. A number of airfields also would have to be constructed.

Associates remember a night when Pick paced his tent in the rainy stillness of the jungle, talking out his problems. Every now and then he would say, "It's too much. I don't see how I can do it." But do it he did. He never said no to Stilwell, never once failed the general.

Others pioneered the Stilwell Road, but the main task has been General Pick's. And it was General Pick who conquered the mountains and jungle, faced down the monsoon and bridged the raging rivers, licked malaria with one hand while conjuring up new miracles of engineering with the other; and all the time solved the problem of leadership and of men slaving against time, nature, and the Japanese in a strange wilderness thousands of miles from home.

A MILE A DAY

In 15 months he pushed the road from the 45-mile mark to a junction with the Burma Road 420 miles away. This represents progress of about a mile a day over a route that passes through 102 miles of mountains and over two 4,000-foot passes. Through the mountains 100,000 cubic yards of dirt were moved for each mile of road constructed. In all, about 13,500,000 cubic yards of earth, enough to build a solid dirt wall 3 feet wide and 10 feet high from New York to San Francisco, were moved.

The jungle was an even more formidable obstacle. Practically every foot of the road had to be cut through a dense forest. And for 6 months out of a year this work had to be carried on during an almost unceasing downpour that totaled more than 150 inches for a monsoon season.

During last year's monsoon a low section of the road through the Hukawng Valley became flooded. Engineers almost marooned in waterlogged tents wondered if the road wasn't a complete failure. Pick stepped in and ordered the construction of a 2-mile causeway. Two Army lumber mills were set up in the valley and a million board feet of lumber were sawed. The causeway was laid over the inundated stretch of road in 40 working days, the biggest job of maintenance engineering in the history of the Engineers. Traffic on the Stilwell Road was resumed.

Some had said the road could not be built because of malaria. At times, in the early days, a high proportion of the forward battalion personnel was hospitalized with malaria. Stern disciplinary measures, sanitary campaigns and the use of atabrin kept the disease at such a low level that construction was not hampered. Twice disease struck at General Pick but he never left the job. Once when he got fever Col. Robert A. Hirshfield put him to bed for 48 hours and made him stay there. He was unable, however, to keep Pick from using the telephone.

The Stilwell Road crosses 10 major rivers and 155 secondary streams. There is a bridge crossing for every 3 miles of road. If the culvert pipe used in the drainage system were placed end to end it would form a continuous conduit 105 miles long, about a quarter of the length of the entire road. Such figures give some idea of the mammoth undertaking this job has been.

The road is a monument of engineering ability. The route over much of its length had to be discovered by aerial reconnaissance and engineering instinct, for the Japanese were always just ahead of the lead bulldozer, and it was not possible to send out survey parties to select the route in advance. Many unprecedented problems had to be solved, such as floating bridges to span rivers that rise 45 feet in a few days of monsoon rains, and draining underground springs that broke out under the roadbed.

But Pick always managed to find a way. In some cases his way made engineering history, such as his anchoring of a huge floating bridge across the Irrawaddy, near Myitkyina. Just how this was done cannot be revealed now, but some day it will be told and it will astonish orthodox engineers.

One of the big reasons for General Pick's success in building the new back-door overland supply route to China is his reliance on able key subordinates. For the Stilwell Road job he entrusted a big share of the responsibility to these men. Colonel Hirshfield handled his forward base organizational and supply problems, Col. Charles Davis the rear base at Ledo, while Col. Joe Green, chief road engineer, directed the troops in the actual road construction.

General Pick's inspiring leadership was a major factor in helping his officers and men fight the terrible depression bred of the jungle and the rains. He constantly tried to make life along the road as bearable as possible by insisting on plenty of good food, stoves in living quarters, and lots of movies. When the first convoy went to China, he saw to it that the Negroes were represented in recognition of their contribution to the road's construction.

To the men working for him along the length of the road, he was known as the man with the stick. This name came from his famous cane, a long rattan stick with a hooked end for a handle. Many other men on the road had sticks, for the bent ends were handy for catching onto branches and pulling up slopes, but none was as long as Pick's. The stick became part of his personality, one of the little touches that mark character and individuality.

MAN WITH THE STICK

By the time he had finished the road, this rattan stick had grown short, worn down by much prodding up and down the hills and valleys of north Burma. General Pick put

his stick away when he crossed the border on the first convoy to China. Now he is having bands put around it inscribed with the names of his lieutenants. He plans to keep it as a memento of his hardest job.

Pick takes his triumph calmly, for such is his nature. The predominating characteristic of the man who built the road is strength in repose. Six feet tall, sturdily built, broad jawed, Pick looks more like a kindly country doctor than a hard-driving road boss. Friends who knew him before he took over the road say it has changed him profoundly. He is more patient now, and his voice is more gentle.

As a rule he speaks softly, with a southern drawl. Men who worked under him on the road cannot remember a single occasion when he "blew his top." Pick can get smolderingly angry and impatient, but in a way that jibes with his generally subdued behavior. He rarely laughs outright, but a slow smile that crinkles about his mouth and eyes reflects his ever-ready sense of humor.

He bears his 54 years well and stands as straight as a jungle hardwood. On the Stilwell Road he displayed amazing energy. He was out on the job from 12 to 15 hours a day, walking, jeeping, inspecting. He knew what was going on everywhere along the way and he used the telephone constantly to keep in touch with his battalions. Often he went up in a small liaison plane, scouting out new trails or traveling from one end of the road to another.

Close friends describe General Pick as an old-school American with a background of southern breeding. He was born in Brookneal, Va., but now counts Auburn, Ala., his home. He is typically American in that he is fundamentally a man of peace, even though he has been a professional soldier almost all of his adult life. Soon after he was graduated from Virginia Polytechnic in 1917 as a civil engineer he entered the Army, and he has been in the Engineer Corps ever since.

MIND ON THE MISSOURI

It is an anomaly that the builder of the Stilwell Road does not consider himself a road builder. His main concern is building up his country through flood control and reclamation. For years he was one of the outstanding Army flood-control engineers. Before he came to the Stilwell Road he was division engineer of the Missouri River division.

While directing more than a billion dollars' worth of Army construction from his headquarters at Omaha he worked out a plan for comprehensive development of Missouri River flood control, navigation, hydroelectric power, and irrigation. The plan which has been approved by Congress and the President envisages one of the biggest public-works projects in the history of the United States.

The Missouri River plan is the thing dearest to Pick's heart. Around the north Burma campfires he loved to talk about the Missouri Valley, using his long stick to draw designs in the dirt of Burma that he may some day execute in the good earth of the Missouri Valley.

Now, I wish to direct your attention to one part of the committee report on this bill making appropriations for the civil functions of the War Department, particularly the item dealing with the Panama Canal. During our consideration of the bill we happened to note the record of the Panama Canal throughout this year in renegotiating a rental agreement through the Panama Railroad with the Tivoli Hotel. The Tivoli Hotel was operated by the Panama Railroad and for a number of years has been paying only a dollar nominal rent.

That was due to the fact that for many years it made no money. The audits of the General Accounting Office and of the

accounting firms employed by the Panama Railroad Co. developed the fact that this hotel was now making a profit averaging \$12,500 a month.

This came to the attention of the committee a year ago. There was some discussion of it at that time, following which the authorities of the Canal Zone arranged an agreement under which the Tivoli Hotel is now paying rent at the rate of \$36,000 a year. While that may not be an adequate compensation, in view of profits of \$144,000 a year or better, it is an improvement, and if the profits continue, the amount of rent may be subject to further negotiation.

Looking into audits of Panama Canal, I noticed that the General Accounting Office in its report called attention to the fact that they were not making an audit of the Panama Railroad and that they could not count the cash in the hands of the collector or paymaster because the funds of the Panama Canal are intermingled with those of the Panama Railroad and Canal Zone funds. This shocked me.

The audit committee from the General Accounting Office said that any attempt to determine the cash on hand would be futile. It occurred to me and other members of the committee that if the cash could not be counted the audit could hardly present a complete or accurate story at any given date. So we have printed portions of the report of the General Accounting Committee in the report on this bill, pages 7 and 8. I shall ask permission when we return to the House to place some of those in my remarks. I call attention to the situation at this time because some legislative committee of the House should give consideration to the fact that the General Accounting Office has been making recommendations for years suggesting that legislation is needed if a complete audit is to be made of all the funds in the Panama Canal, including the offices of the collector, the paymaster, and the other fiscal officers pertaining to the Panama Canal, the Panama Railroad, and the Canal Zone.

Mr. MAHON. Mr. Chairman, will the gentleman yield?

Mr. CASE of South Dakota. I yield to the gentleman from Texas.

Mr. MAHON. I see on the floor some members of the Committee on Military Affairs. I share the gentleman's view and hope that the committee will thoroughly explore this and bring in appropriate legislation to take care of the situation which the gentleman is so ably presenting to the House.

Mr. CASE of South Dakota. The General Accounting Office committee in its comment says that a complete accounting could be made at the same time with considerable saving in cost to the Government and with additional advantages. What those advantages would be no one can tell until we have a complete audit and a complete check of the cash to see what economies might suggest themselves.

The last report which I hold in my hand here is a report of many pages with long tables. In addition to covering the operations of the Panama Canal, it reports on irregularities, an embezzlement,

and a theft of Government property. I am not suggesting that an audit of the Panama Railroad by the General Accounting Office will uncover irregularities, but it will make possible checking of the cash mingled in the offices of the collector, paymaster, and other officials. And it is entirely conceivable that economies in operation will suggest themselves to the authorities if a complete and integrated audit can be made, a simultaneous audit, if you please.

Where you have the General Accounting Office pretending to make an audit of the Panama Canal or the Canal Zone, then independent accountants at another time making an audit of other activities on the Canal Zone, and having those funds intermingled, it is impossible to make a positive statement of the cash in the various funds as of a simultaneous date.

Moreover, the General Accounting Office can give force to its findings in ways not open to a nongovernmental agency.

So it seems to me that this recommendation of the General Accounting Office should receive the early and careful consideration of the appropriate legislative committees of the Congress.

Mr. MAHON. The gentleman from South Dakota has been a member of the subcommittee longer than I have. I should like to ask him this question. Has it been his observation that, generally speaking, the Canal Zone has been efficiently run during the time that he has been a member of the subcommittee and has had an opportunity to observe the workings of the Canal? I know the gentleman at one time made a trip to the Canal Zone.

Mr. CASE of South Dakota. I did visit the Canal Zone early in 1941 about a year after I was assigned to the subcommittee. As far as I know the Panama Canal has been pretty well run but it is impossible to know the full story about the Panama Railroad until we have a comprehensive accounting of the intermingled funds with a checking of the cash.

And now, Mr. Chairman, by permission from the House, I insert at this point pertinent portions of the report of the committee of the General Accounting Office dated June 19, 1944. I urge every Member to read them:

INTERMINGLING OF CASH BY THE COLLECTOR AND THE PAYMASTER

(150) With respect to the counting of cash in the hands of the collector and the paymaster, principal accountable officers of the Panama Canal, this committee was faced with the same conditions that have confronted former committees. The committee did not count the cash in the custody of these officers but accepted certificates of the Comptroller, the Panama Canal, for the amount of cash to the credit of the agencies whose accounts were examined.

As has been reported by previous committees no verification of Panama Canal and Canal Zone funds actually in the hands of the collector and the paymaster at any given date can be effected, because such funds are intermingled with Panama Railroad Company funds (48 U. S. C. 1327), and the committee was not authorized to examine the accounts of the railroad or its business auxiliaries. While a segregation is made in the accounting department of the thousands of transactions affecting the Canal, the railroad, and the

Canal Zone government, thereby enabling the collector and the paymaster to maintain book controls with respect to their accountability to these agencies, nevertheless there is no physical separation of the cash belonging to such agencies in those offices.

Therefore, the counting of cash in either office by representatives of the General Accounting Office (or by the private firm of accountants who audit the accounts of the Panama Railroad Company to determine that cash is on hand in sufficient amounts to equal the stated accountability of only one or less than all of the agencies involved would be futile.

(151) In connection with this recurring question of cash intermingling there is submitted for the attention and consideration of those concerned a prior committee's suggestion that:

"* * * a complete audit should include verification and reconciliation with submitted or approved accounts of all cash in the offices of the collector, the paymaster, and other fiscal officers, pertaining to the Panama Canal, the Panama Railroad, and the Canal Zone government, as well as special deposit or trust funds, which verification could readily be accomplished if concurrent audits of accounts of all such agencies of the Government were made in the Canal Zone, preferably on a fiscal-year basis."

(152) With respect to Canal Zone funds it is to be noted that accounts, records, and other data relative thereto have been made available to committees for verification and audit, but no accounting for such funds is rendered to the General Accounting Office. These funds, consisting of postal money order and savings funds, and clubhouse funds derived from operations of restaurants, motion-picture theaters, cigar and newsstands, bowling alleys, swimming pools, etc., are received and disbursed by the collector, who accounts therefor to the comptroller, the Panama Canal. While it appears that these funds are quasi-public or trust funds of the classes comprehended by the provisions of section 19 and/or 20 of the Permanent Appropriation Repeal Act, 1934 (48 Stat. 1232-1233), and properly subject for accounting to the General Accounting Office, it is believed that the verification thereof by General Accounting Office committees, while on the Isthmus, is sufficient in scope and detail to meet the audit requirements of the General Accounting Office, and that no further accounting to said Office for such funds need be furnished by the Canal Zone government.

(153) Insofar as the Panama Railroad Co. is concerned the Acting Comptroller General in his annual report for the fiscal year 1937 held that in view of Executive Order No. 2135, dated February 4, 1915, there is no present legal authority for requiring the railroad company to render an accounting to the General Accounting Office. The accounts of the Panama Railroad Co. are approved and audited by the comptroller, the Panama Canal, and subjected annually under contractual arrangement to an additional restricted examination by a firm of public accountants.

On the basis of actual costs as reflected in the records it is believed that the annual audits of the accounts of the Panama Railroad Co. and its business auxiliaries could be made by enlarged General Accounting Office committees concurrently with the verification of the accounts of the other agencies on the Isthmus at no greater, and in all probability, at much less cost to the Government than under the present arrangements with the firm of public accountants, and with the additional advantages which, obviously, would accrue from complete and simultaneous audits of all activities on the Zone.

[Mr. BROOKS addressed the Committee. His remarks will appear hereafter in the Appendix.]

Mr. CASE of South Dakota. Mr. Chairman, I yield 30 minutes to the gentleman from Wisconsin [Mr. O'Konski].

Mr. O'KONSKI. Mr. Chairman, it is not very often that I impose myself on the patience of the House and I would give anything if my heart would dictate to me to renege in this instance. My heart is heavy today and I must speak. I could not live with my conscience if I failed in this cause.

I feel there is a crucial development on the international scene which has taken place, which ought to cause all thinking people throughout the world to stop and consider. I want to say at the very outset that I know I am more or less on the spot, because from the remarks I am going to make there are certain to be those who are going to answer me by saying I am a Nazi sympathizer, or that I could not have given Propaganda Minister Goebbels any better reason for propaganda than the remarks which I made to cause disunity among the Allies.

At the outset I want to say that I come from descendants of a Polish family. My father and mother were born in Europe around the Posen section. Polish people and Nazis just do not jell. The Polish people have always hated the Nazis. The Nazis have been killing the Polish people for 5 years or more. Poland has not produced a single Quisling in all its history. I am that kind of an American and Pole. I certainly hope there will not be anyone in this House or outside who will accuse me of being a Nazi sympathizer simply because I happen to disagree with the outcome of the Black Sea Conference. The Poles were the first of all people with courage to fight the Nazis. Even when a Pole is dead his spirit will still fight the Nazis.

I cannot help but feel away down deep in my heart. I hope no one will ask me to yield, because these words that I have to say are too deep in my heart, and the things I am going to say are so deep within my conscience that the ideas which I have are more or less tense, and I am afraid if someone asked me to yield I am liable to get off the track of the message I want to put across. I am sorry I did not have time to prepare this so that I would be more at ease and so that I could yield to anyone who wanted to ask any questions. I ask your indulgence as my heart pours out to you and pleads for justice and honesty to a deserving people—the people of Poland.

I see absolutely no rejoicing at the outcome of the Black Sea Conference. Today I picked up a little writing that took place after the Munich Conference. These are harsh words, but I cannot help but feel that with the announcement of the crime of Crimea we have had a repetition of the Munich. This Crimean tragedy will go down in history as the second Munich.

After the first Munich Conference, which took place in Europe when the powder keg was set off for the thing that we are so dearly paying the price for now, this is what was said about Chamberlain when he came back from the Munich Conference:

The Archbishop of Canterbury called Mr. Chamberlain the happy warrior. The poet

laureate compared him with Priam, King of Troy. Mr. Burgin, immoderate in his transports, called him the greatest character in the world.

From The Hague—mind you, from The Hague—a large floral tribute was sent to Chamberlain by air. A correspondent of the Times suggested that 2,000,000 souvenir stamps should be printed, and the proceeds, £50,000 should be presented to Chamberlain for his work at Munich. General Smuts said: "We are grateful to the four leaders of Europe. A great champion has appeared in the lists, God bless him"—Chamberlain. In France a subscription was opened to buy Mr. Chamberlain a chateau. Somebody suggested that the Nobel Peace Prize, which consists of I do not know how many pieces of silver, should be divided among the four men of Munich. The Swiss canton, of Neuchatel, decided to send a gold chronometer to Chamberlain. A Lisbon newspaper opened a subscription for a monument to the memory of Mr. Chamberlain's heroic action in the defense of peace. The Times said:

No conqueror returning from the battlefield has ever come back with nobler laurels.

Herr Hitler eloquently thanked him as "Germany's only real friend"; and that other "great man" Benito Mussolini casually threw in a word of appreciation for "the other two statesmen" who made this agreement possible.

Mr. Chamberlain received after Munich from throughout the world over 20,000 telegrams of approval and wagonloads of flowers.

But, Mr. Chairman, just as those words about Munich are today the laughingstock of the world, just as that praise which was sung of Mr. Chamberlain has now become the laughingstock of the world, just so the words of praise now being sung about the Black Sea Conference will some day fall into the same category with this eulogizing of Mr. Chamberlain.

We talk about the Atlantic Charter; in my judgment the Atlantic Charter is no longer a living document. The stabbing in the back of Poland and the partitioning of Poland, the sixth partitioning of Poland in her history, but the first partitioning with the consent of the great Nation—the United States of America, I am sorry to say—the sixth partition of Poland is a definite denunciation of the Atlantic Charter. I do not see how anyone can speak of the Black Sea Conference and the Atlantic Charter in the same breath or in the same speech, because the two just do not "jell." The Atlantic Charter states:

We desire to see no territorial changes that do not accord with the freely expressed wishes of the peoples concerned.

What Pole was ever consulted when the Big Three met at the Black Sea Conference and partitioned Poland? What European government was consulted? It might interest you to know that the Black Sea Conference which partitioned Poland was not a European group. It was not a European bloc that decided the fate of Poland, for not a single living European representative was a member of that conference. Stalin is not a European, Churchill is not a European, our own President is not a European; and yet

these outsiders go in there to decide the fate of Europe when the Atlantic Charter says it should not be done unless with the freely expressed wishes of the people concerned. No Pole or no Polish leader was ever consulted about the fate of Poland. The Atlantic Charter has been torn to bits and thrown into the Black Sea.

Here is another statement from the charter:

We respect the right of all peoples to choose the form of government under which they will live.

I would say to you that the government under which the liberated Poles are living today is a government that represents less than 2 percent of the Polish people; yet, as a result of the Black Sea Conference they are forcing that rule down the throats of the millions of gallant Poles; and you cannot speak of it in any other way than the use of force. They tell us they are going to have a plebiscite. I will tell you a little later on what a joke and a farce a plebiscite is.

The Atlantic Charter contains this statement also:

All the nations of the earth for realistic as well as for spiritual reasons must come to the abandonment of the use of force.

I remind both Mr. Roosevelt and Mr. Churchill that force is being used today to choke down the throats of the Polish people a form of government they do not want.

So there we have three instances where the Atlantic Charter has been scrapped—torn to bits. The Black Sea Conference, in my judgment, has sounded the death knell of the Atlantic Charter. The Atlantic Charter has become a joke. If there are some of us who still think that the Atlantic Charter is the reason why we are fighting this war, we might as well forget about it because it has been scrapped.

I come now to the point where some of the newspapers, I notice, state that it has been a great moral victory for Mr. Roosevelt and Mr. Churchill because they have got Mr. Stalin to consent—think of that—to a plebiscite in Poland after the war; and then to add insult to injury they are going to have that plebiscite supervised by the three great powers. What kind of a plebiscite is that going to be?

There are a lot of things I could tell you. I could tell you the story of Finland. Latvia, Estonia, Lithuania, Poland, but I am going to use just one of those countries as an illustration to show you how foolish and how silly a plebiscite will be in Poland after this war is over. I am going to give you Lithuania as an illustration because Lithuania is merely an example of what has happened in Latvia, Estonia, Finland, Czechoslovakia, Bulgaria, Yugoslavia and it is going to happen wherever the thing stretches out. You know what I mean. So I am going to give you the story of Lithuania to show you how silly a plebiscite will be after this war. There was a plebiscite in Lithuania. Lithuania consented to join the Soviet Union. Why? Because Russia adopted the policy of exporting and putting into exile every intelligent Lithuanian, and imported Russians in their places. When they got the Lithuanians

out and the Russians in, then they called the plebiscite and Molotov ran as the representative of Lithuania in the Soviet form of Government. Believe it or not.

It is a well known fact that Russia's chief demand, next to territorial annexations, is to have Soviet-friendly governments established in all countries bordering upon Russia. A model of such a friendly government was that of Lithuania in 1939-40.

On October 10, 1939, the Soviets had concluded with that Government a 15-year mutual assistance treaty. After its signature said Lithuanian Government faithfully executed all Moscow orders. In the summer of 1940 the Soviets, in search of a pretext for the annexation of Lithuania, forwarded an ultimatum, dated June 15, to the Lithuanian Government demanding that the latter consent to the occupation of Lithuania, and to a number of other most humiliating conditions. The Lithuanian Government complied with all these demands.

You would think that would be the end. But no. In spite of that all the members of the Government were arrested, all the members and leaders of the Lithuanian Government were arrested and transported to Arctic Russia together with their families. Only the President, Anthony Smetana, and the war minister succeeded in escaping abroad, but he too was double-crossed by a spy, he was caught, and sent back to exile. Then they went through and they got all the scholars, the educators, and all of the professional men—lawyers, doctors, ministers, priests—all the educated people, and they too were transported to Siberia.

Here is how they lived.

They were living in wooden barracks and sleeping on a bare floor. Their food consisted of one plate of soup and a pound of bread daily. They had to rise at 4 in the morning and retired at 9 p. m. The place where they worked was about 6 miles distant from their prison. Their working day lasted 14 hours. It was hard manual labor consisting in uprooting trees in the Arctic regions. The work made it often necessary for them to stand for hours waist-deep in water.

That, Mr. Chairman, is what happened to more than 50 percent of the Lithuanians who believed in and were faithful to the Lithuanian Government. They took these 50 percent of the Lithuanians, transported them into Siberia and to other places. Then when the Russians found they had a majority they called a special election and they were inaugurated into the Soviet Union.

What happened to Lithuania is going to happen to every one of the countries that the sphere of influence applies to. It is already happening in Poland today. By the thousands the Poles who were fighting the Nazis for more than 5 years are now being murdered, executed, imprisoned, sentenced to exile and annihilated. By whom? By one of our allies.

Let me give you an illustration. When they got to Lublin Province, the first day they were in Lublin, 2,100 Poles were arrested in Lublin Province and sent to prison. Who were they? They were of the 2,100,000 Poles who fought with the

home army. They were fighting the Nazis barehanded for 5 years. They took whole divisions of the home Polish Army and transported them into exile. Here is what is happening to the Poles and that is why they are so willing to give in to a plebiscite. In the town of Lwow they have already conscripted all the men between the ages of 18 and 55. What did they do with them? They transported them over into Siberia, into prison camps and what not. They have already conscripted all the women up to 35. Here is something that I am driving at. Immediately when the Soviet Government takes over a liberated area, the people in charge are given orders to clear that area of "undesirable" people as soon as possible.

In this case it happens to be the Poles who are in sympathy with the Government in London. In this case it happens to be the 2,000,000 Poles of the Polish underground who for 5 years fought the Nazis and killed them with bare hands, bare bodies, and empty stomachs. Immediately on liberation, orders were given by the Soviet head, Mr. Stalin himself—for instance, when they took over Lwow and that territory east of Lwow—that no Poles should remain in those areas by January 15; that everyone should be out of there. That is happening all over Poland today. They are conscripting men between the ages of 18 and 55 and women from 16 to 35 and taking them over into Siberia. What are they doing? They are bringing in Russians in their places. Then, when they get a majority, and they are given a definite date by which to get them out of there, sure, they are in favor of a plebiscite. What a sop to hand Poland. They are sending them into exile, into prison camps, and putting Russians in their places, and then when they get them filled with Russians they call for a plebiscite. They also want to give the Poles 15,000,000 Germans, and when they put in the 15,000,000 Germans plus the 15,000,000 Russians they are going to call a plebiscite in Poland and ask them what kind of a government they want. That is just about what this plebiscite amounts to; just another sop to Poland, merely to keep them sitting for another day hoping that the day of reckoning will never come.

I think the greatest tragedy on the face of the earth is the fate that has befallen Poland. Wherever the fight for freedom in this war has taken place you have always found the Poles. When it came to the break-down of France the Polish Army was the last one to give up, but they went back again and fought in Holland and in Belgium.

When the Desert Fox, Marshal Rommel, was running over Africa, it was a small Polish Army that stopped him and turned him dead in his tracks. You know the fate of the Polish Army at Cassino Hill in Italy. You know what happened there. You know what happened in Britain. If any country ever owed a debt to Poland, it was Britain, when they were down on their knees crying for help. At the beginning of this war the only help they got was

from a small Polish air force, and they knocked out one of every eight German planes that went over London, and that at a time when Britain was down on her knees praying for help. After 5 long years of suffering, misery, and starvation, deprived of all the implements of war, the Polish Home Army still fought, and they had, up to August 1944 when they had that sad fate happen in Warsaw. Even as little as 2 months ago there was a Polish underground army of 2,000,000 people ready to fight and bear arms. For 63 days a Polish Army of 250,000 men and women held Warsaw against the mightiest military force the world has ever known, Germany. For 63 days they held out barehanded, led by that great, gallant patriot, General Bor. What has been their reward? Today General Bor is in exile. He is accused as a traitor. He is in a Russian prison camp together with hundreds of thousands of other Poles of the Polish Home Army who did more to stop nazism than any other country on the face of the earth.

That is the fate those people are suffering today; and what has been their reward? It pains me deeply to say this. Being a Pole, I am glad that it did not happen, but it is strange that if Poland had been a collaborating country, a satellite country, they would have gotten better treatment than they got because they chose to stand up alone and fight the enemy for more than 5 years empty-handed. Take the case of Italy, a satellite country. They are not getting the treatment the Poles are getting. Take Bulgaria, a satellite country; they are not getting the treatment the Poles are getting. They are not being carved up and handed over lock, stock, and barrel. Take the case of Rumania. They are not being badly treated; they are not being carved up and dissected.

Take the case of any one of the satellite countries. The fate they are going to get out of this war is going to be much better than that of Poland. In other words, Poland is being punished for her patriotism, she is being punished for her constant efforts, no matter what the adverse circumstances were. Poland is being sold down the river. That is her reward for her constant efforts at stopping the reign of nazi-ism throughout the European countries.

There are those who say that General Bor had no business starting that uprising. Just to show you how strange things were, I am going to read you something now from the Russian press. This was before General Bor asked for the uprising in Warsaw.

One of the main charges put forward by Moscow against the Polish Government in London and the Polish high command is the charge of causing a "premature" uprising in Warsaw which began on August 1, and continued for 63 days. The Moscow press and radio, which during June and July called upon the inhabitants of Warsaw and the Polish Home Army for an armed uprising, began around the middle of August to charge that the Warsaw uprising was criminal folly and "anti-Russian" intrigue. The true light on Moscow's methods is shown by a booklet, Poland—Our Neighbor, published

in London in April 1944, by the Russia Today Society—

That is the propaganda organ in England—

and which is a reprint of the official magazine of the Russian Government, War and the Working Class.

On page 22 of this booklet we read the following, and this is what Russia said about Poland before the uprising in Warsaw:

In Poland, the followers of the émigré government—according to their own assurances—have long been ready for an armed fight against the German invaders, but they do nothing, awaiting a signal from London. From London, however, we do not hear calls for action, but words of caution from the commander in chief, Sosnkowski, and his collaborators: "You must retain cold blood," "you cannot give way to unbridled instinct of despair," etc. If the inhabitants of Poland give heed to those calls to remain passive, the German invaders can feel completely secure in Poland and can continue their cruelties against the Polish people unhindered. Fortunately, true Polish patriots, like the patriots in other countries, reject with contempt those treasonable instructions and wage a stubborn and heroic fight against the German criminals.

The article goes on asking the Polish underground for action.

So, the word was given from the Polish government in London and from London itself to General Bor in Warsaw to rise because Russia was only 25 miles from Warsaw, that now was the time to strike. So General Bor with 250,000 Polish patriots, without any food in their stomachs and without any implements of war in their hands, struck, and held Warsaw for 63 days against the mightiest military power on the face of the earth. And what is their reward? Prison. They are traitors. They are being annihilated, they are being sent to Siberia. That is their reward for holding Warsaw 63 days under the most adverse circumstances.

The story of Poland is a sad story indeed. The proceedings of the Black Sea Conference, in my judgment, are going to go down in history as one of the most gross injustices ever perpetrated by any country on any people.

If any people of any country, or if any country deserved a reward for what they have gone through after 5 long years of war, of constant crucifixion and deprivation, it is certainly the people and country of Poland. That country has been put on the auction block of appeasement just as Czechoslovakia was put on the auction block of appeasement at Munich. So today you have Poland put on the auction block of appeasement. Just as Munich has resulted in great deprivation and has resulted in the United States of America losing already almost a million lives and incurring a three-hundred-billion-dollar debt, I predict to you now, Members of the House, that likewise the second Munich, the Black Sea Conference of appeasement, is going to have telltale disastrous effects for all time to come.

Hail the Black Sea Conference. Hail the crime of Crimea. We are fighting a war for freedom. The crime of Crimea has denied freedom to 100,000,000 Euro-

peans. That is just the beginning. The crime of Crimea puts a stamp of approval for slavery in Finland, Latvia, Lithuania, Poland, Bulgaria, Yugoslavia, Rumania, and Czechoslovakia. On black Monday, February 12, 1945, ironically Lincoln's and Kosciusko's birthday, the Big Three approved slavery for Poland, too. The crime of Crimea has handed 100,000,000 human beings in bondage. Black Monday, February 12, 1945, will go down in world history as the most ghastly international crime of the ages for which the world will pay a heavier price than we paid for World War No. 2. What a sorry spectacle that almost a million of our own boys gave their lives for a new kind of bondage, a new order in Europe. What comfort the crime of Crimea must give to Hitler and Goebbels.

Hail the great humanitarian, Mr. Roosevelt; he went forth with four aces and was bluffed by a pair of deuces. Only Moscow has reason to rejoice. All other decent living people today have just reason for sorrow.

Mr. CASE of South Dakota. Mr. Chairman, I yield myself 1 minute simply for the purpose of making an announcement to the Members of the minority that the Republican conference which was scheduled to follow the session this afternoon has been postponed.

The CHAIRMAN. All time has expired. The Clerk will read.

The Clerk read as follows:

FLOOD CONTROL

Flood control, general: For the construction and maintenance of certain public works on rivers and harbors for flood control, and for other purposes, in accordance with the provisions of the Flood Control Act approved June 22, 1936, as amended and supplemented, including printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, and for the purchase in the fiscal year 1946, of not to exceed 40 motor-propelled passenger-carrying vehicles and 1 motorboat, and for preliminary examinations, surveys, and contingencies in connection with the flood control, \$14,037,000: *Provided*, That funds appropriated herein may be used for flood-control work on the Salmon River, Alaska, as authorized by law: *Provided further*, That funds appropriated herein may be used to execute detailed surveys, and prepare plans and specifications, necessary for the construction of flood-control projects heretofore or hereafter authorized or for flood-control projects considered for selection in accordance with the provisions of section 4 of the Flood Control Act approved June 28, 1938, and section 3 of the Flood Control Act approved August 18, 1941 (55 Stat. 638): *Provided further*, That the expenditure of funds for completing the necessary surveys shall not be construed as a commitment of the Government to the construction of any project: *Provided further*, That no part of appropriations made available to the Secretary of Agriculture for preliminary examinations and surveys, as authorized by law, for run-off and water-flow retardation and soil-erosion prevention on the watersheds of flood-control projects, shall be obligated for initiating work upon new projects or for prosecuting work upon projects heretofore commenced, unless they accord with priorities specifically approved by the Secretary of War and the Secretary of Agriculture.

Mr. RICH. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. RICH: On page 7, line 10, strike out all of the flood-control section down to and including line 17 on page 9.

Mr. RICH. Mr. Chairman, we are in a precarious position today in this Nation of ours because of the fact we are at war with Germany and we are at war with Japan. The most important task which we confront as a Nation today is to win that war. I do not believe there is a man on the floor of the House or a man in America who is a real true American who does not want to win the war. We have been talking too much lately about what we are going to do after the war is won. Gentlemen, when you are in a fight you want to stand right up and fight, fight, every minute of the time until you win, because sometime somebody might give you a knock-out blow and you will not have a chance to win the fight. This country is in danger financially. It is financially in danger as well as being in danger from the standpoint of manpower. You were asked last week to try to draft the men of this country and force them to go to work. You cannot do it. The American people do not want to be forced, to be led to a job and be told, "You work at that job." But if you will tell them the real necessity for working in a war industry so that we will win this war, there is not a man in America but who will stand up and take the job and say, "I will do what I can." You have a lot of projects provided for in this bill and there are a lot of projects that will come up in other bills, just because many Members of the House and many people back home want to see them finished. They require a lot of manpower. I am interested in two things. I am interested in saving manpower today, for men to work on the farms, men to work in industry, men to work in all the plants that are necessary to build the airplanes and ships to win this war. We can save a lot of manpower right here in this bill if we will cut out this flood-control section. The Army engineers can have all of this year to use the money which we appropriated last year. If by our action here today we say we do not want them to go ahead and build a lot of flood-control projects, we will save enough money so that we can continue our flood-control projects beginning July 1, 1946.

There is an appropriation in this bill for the purchase of a lot of passenger-carrying motor vehicles. There are not enough automobiles now to take the men to work in industry. There are not enough automobiles and tires for the farmers of this country to raise the crops to feed not only the people of this country but to feed the men, women, and children of all the nations of the world.

I want to see flood-control projects built in my district, but I want them built when we have the manpower available to put them on this construction, and not take them away from war industries.

Mr. BAILEY. Mr. Chairman, will the gentleman yield?

Mr. RICH. Yes; I yield.

Mr. BAILEY. I was very much impressed with the self-appointed watchdog of the Treasury—

Mr. RICH. Now, I do not yield any further.

Mr. BAILEY. I wonder where the gentleman was when they built the Capitol—

Mr. RICH. I do not yield further, Mr. Chairman. I am here to save this country of ours. If the New Dealers are going to come here and squander the money, they will find out that some day we will not have a Nation that is worthwhile talking about even. I do not care who you are or where you come from; when the time comes to criticize me for economy in Government you can do it right here on the floor of this House or do it back home or wherever you want to, but I want to preserve the solidarity of this Nation. I want to keep it sound.

The CHAIRMAN. The time of the gentleman from Pennsylvania [Mr. RICH] has expired.

Mr. SNYDER. Mr. Chairman, I rise in opposition to the amendment offered by the gentleman from Pennsylvania [Mr. RICH].

I dislike to rise in opposition to my good friend and colleague from the State of Pennsylvania. The gentleman from Pennsylvania [Mr. RICH] lives on the Susquehanna River. I live in the watershed of the Ohio River. We all recall, even the Members of Congress who have never visited that section of the country, the floods of 1936 and 1937. As I said in presenting the bill today, if there are 2 days of warm rain in the gentleman's district and in mine and the snow goes away, the \$30,000,000 in this bill for the Mississippi River will be a mere handful toward covering the damage that would be caused by such a rain. In other words \$300,000,000 would not cover the damage done in 1936 and in 1937. There are no items in this bill that are not intended to be used for the economy of the Nation. For instance, there are places on the Mississippi River where the levee is only one foot and it should be on an average of seven feet. If the water would ever break through at one of those places and go out in the meadows and regions beyond, there would be more than \$30,000,000 damage done.

In other words, it is a matter of relativity—a relatively small insurance against a possibly great loss. One word further, in the district of the gentleman from Pennsylvania [Mr. RICH] the Susquehanna now is covered with ice that varies in depth from 1 to 3 feet. The Army engineers are preparing right now to dynamite the ice downstream to keep it from piling up behind bridges and obstructions to cause loss not only of property but of life. This fund should not be cut in this war emergency.

Mr. MAHON. Mr. Chairman, will the gentleman yield?

Mr. SNYDER. I yield.

Mr. MAHON. I call attention to the following colloquy on page 36 of the hearings:

Mr. MAHON. My own personal feeling is that we should conserve as much manpower as is possible at this time. Do I understand from your statement to the committee that you have cut this estimate to the irreducible minimum in presenting it to us?

General REYBOLD. Yes, sir. As a matter of fact, Congressman MAHON, we cannot start any new work without an authorization from the War Production Board, and even in those cases those projects must have a close relationship to the war effort.

Mr. MAHON. In fact, the estimate you are requesting is for something directly of interest to the promotion of the war effort?

General REYBOLD. To the promotion of the war effort, or, in some minor instances, to protect the works that already exist.

Mr. MAHON. This estimate is presented to us with the view that the whole war picture will continue for some time as it is now?

General REYBOLD. Yes, sir.

I join with the chairman of my subcommittee in wanting to keep this bill to the irreducible minimum and in saving every possible dime. We want nothing in this bill that is not absolutely essential. We have been told and we believe the things in here are essential. I therefore join with my colleague from Pennsylvania [Mr. SNYDER] in opposing the amendment offered by the gentleman from Pennsylvania [Mr. RICH].

Mr. SNYDER. I want to emphasize General Reybold's statement just read by the gentleman from Texas:

We cannot start any new work without an authorization from the War Production Board, and even in those cases those projects must have a close relationship to the war effort.

Mr. RICH. Mr. Chairman, will the gentleman yield?

Mr. SNYDER. I yield.

Mr. RICH. I realize that continuous effort is needed to guard against floods; and I do not want to see a flood either in my district or any other district, but I say our first duty is to win this war. I ask the gentleman which he would rather do: win this war or have flood control?

Mr. SNYDER. I believe this to be necessary in winning the war and saving life, money, and property.

Mr. RICH. How about the engineering item in the bill which has to do with planning for projects in future years?

Mr. SNYDER. That is planning.

Mr. RICH. Yes. Why do that now when they have enough plans for flood control to keep everybody busy for 10 years to come. Why not stop this engineering planning now?

Mr. SNYDER. The gentleman is in error. The completed plans right now would not keep one-fiftieth of the men busy for 1 year.

Mr. RICH. There is where I differ with the gentleman. I believe there are completed plans for a sufficient while in the future. We should cut it all out now.

The CHAIRMAN. The time of the gentleman from Pennsylvania has expired.

Mr. VOORHIS of California. Mr. Chairman, I rise in opposition to the amendment.

The CHAIRMAN. The gentleman from California is recognized for 5 minutes.

Mr. SNYDER. Mr. Chairman, will the gentleman yield that I may submit a consent request to close debate on this amendment?

Mr. VOORHIS of California. I yield.

Mr. SNYDER. Mr. Chairman, I ask unanimous consent that all debate on this amendment close in 15 minutes.

The CHAIRMAN. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The CHAIRMAN. The gentleman from California [Mr. Voorhis] will proceed.

[Mr. VOORHIS of California addressed the Committee. His remarks will appear hereafter in the Appendix.]

The CHAIRMAN. The time of the gentleman has expired.

The Chair recognizes the gentleman from South Dakota [Mr. CASE].

Mr. CASE of South Dakota. Mr. Chairman, I merely want to call attention to the fact, in reference to this particular item, that there seems to be some confusion as to the purpose of the \$14,000,000. On page 7 of the report it is stated that this particular fund is for the construction and maintenance of certain public works on rivers and harbors and for flood control. Most of this money is going into maintenance. That is not something which can be abandoned.

Further, I call attention to the fact that a part of this money is to be used for contingencies in connection with flood control. See the language in line 2. Only a very small portion of this \$14,000,000 involves plans or surveys or studies to which reference has been made. Most of it is for maintenance of existing flood-control works and to meet contingencies that may arise during the year.

Mr. PRIEST. Mr. Chairman, will the gentleman yield?

Mr. CASE of South Dakota. I yield to the gentleman from Tennessee.

Mr. PRIEST. Is it not very likely, on account of the fact we have had considerable snow and ice over such a widespread area, that many of these contingencies will arise? We hope they will not. It seems very likely there will be contingencies. Will this fund cover special flood-relief activities?

Mr. CASE of South Dakota. There is some contingency money in here. Of course, the gentleman realizes that this particular bill is for the fiscal year 1946, and this money is not available until June 30; but under a similar heading in the appropriation for the current fiscal year of 1945, contingencies, if they should arise from existing snow, would be met.

The CHAIRMAN. The gentleman from Mississippi [Mr. WHITTINGTON] is recognized for 5 minutes.

Mr. WHITTINGTON. Mr. Chairman, in all kindness I believe the amendment offered by the gentleman from Pennsylvania [Mr. RICH] to strike out the provisions of this bill for appropriations for flood control, carries on its face its own condemnation. The preceding paragraph of this bill provides approximately

\$41,000,000 for rivers and harbors as distinguished from flood control. That amount for rivers and harbors is largely for maintenance, and there is some small, comparatively speaking, construction that is in the promotion of the war effort. If maintenance and construction for the war effort are essential in rivers and harbors, surely they are essential in flood control.

This bill carries about \$14,000,000 for general flood control. That applies to all rivers in the United States, save the lower Mississippi River, and the Sacramento River. In normal peacetimes this appropriation was more than \$100,000,000 annually, so that this bill has reduced the normal appropriations for general flood control to the minimum. Of the \$14,000,000 carried in this bill only about \$7,000,000 is provided for construction, and in the area where there have been in the past 2 years five successive floods. This construction is confined to the stretch of the Mississippi River between Cairo and St. Louis. If these floods should recur, the railroad along that area crossing the Mississippi River, as well as other transportation facilities, will be interrupted, as well as damage done to improvements, including farm lands that have been overflowed successively five times in the past 2 years. If it does not constitute an emergency to restore and rebuild and enlarge the levees in that area it would be difficult to find a proper meaning for the word "emergency." Two millions of the \$14,000,000 is to provide for preliminary examinations and surveys. There are many areas and there are many streams that have never been examined. Bills are constantly being introduced by members, and without this provision there would be no funds for investigations in those places where flood control projects have not been adopted. It also provides for maintenance of the projects that have been constructed at a cost of many millions of dollars. It provides \$2,000,000 for plans for the construction of works following the war, and those plans must be made now for construction then, otherwise you have got work-make projects. This appropriation is in the interest of economy.

With respect to the emergency authorization mentioned by the gentleman from Tennessee, there is carried in this bill \$500,000 for emergency work; and yet we appropriated some \$10,000,000 for emergency repairs during the last fiscal year; we appropriated some \$10,000,000 during the previous fiscal year for emergency repairs; and for the whole United States we are providing the small sum, in the interest of economy, of \$500,000.

With respect to the appropriation for the Sacramento River, it is to provide for the maintenance of projects already constructed and for essential construction for the protection of the bread basket of that vital State close to the Pacific in the war effort.

In the lower Mississippi Valley it provides substantially \$10,000,000 for the maintenance of projects in which the Government of the United States has invested about half a billion dollars and provides for \$20,000,000 for the continu-

ance of the construction of the adopted project. If we had a major flood similar to that in 1927, where the damages were more than \$400,000,000, there would be extravagance instead of the economy that is promoted here. Under the terms of the bill, we provide spending \$20,000,000 in order to add about a million acres of land to the public domains of Arkansas and Louisiana by the elimination of the floodways in those States.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Pennsylvania.

The amendment was rejected.

Mr. RICH. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. RICH: On page 7, line 10, strike out all of the flood-control section to the bill and insert the following:

"Flood control, general—For the maintenance of flood control: Have Army do only what is actually necessary for maintenance of projects now started, that the appropriation for 1944-45 be curtailed, and that the unexpended balance be used for 1945-46 for maintenance only."

Mr. RICH. Mr. Chairman, I do not want to offer that amendment, but the other one that is at the desk.

The CHAIRMAN. That is not in order at this time.

The Clerk read as follows:

Flood control, Mississippi River and tributaries: For prosecuting work of flood control in accordance with the provisions of the Flood Control Act approved May 15, 1928, as amended (33 U. S. C. 702a), including printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, and for the purchase, in the fiscal year 1946 of not to exceed 50 used motor-propelled passenger-carrying vehicles, \$30,000,000.

Mr. WHITTINGTON. Mr. Chairman, I make the point that the amendment just read by the Clerk has already been considered.

Mr. RICH. No; I offered the amendment to cut down the Mississippi River appropriation from \$30,000,000 to \$10,000,000.

The CHAIRMAN. The amendment the Clerk read has been withdrawn.

Mr. WHITTINGTON. I understand, but my recollection is that the amendment that was just rejected provided for striking out all of the title "Flood Control" on page 7, line 10, down to and including line 16 on page 9, which would include the item that the gentleman now proposes to strike out, or amend. It should have been amended before the motion to strike was entertained.

The CHAIRMAN. The other paragraphs have not yet been read.

Mr. WHITTINGTON. Without objection on the part of the committee, that amendment was considered and voted down a few minutes ago, and that amendment was to strike out the entire section on flood control.

The CHAIRMAN. We have yet to read the remaining paragraphs of that section.

Mr. WHITTINGTON. I appreciate that the bill is considered by paragraphs, but I also appreciate—and I undertook to refresh my memory—that the amend-

ment that was just voted on not only covered that paragraph but covered that part of the bill down to page 9, line 16, beginning with line 10, page 7.

Mr. CASE of South Dakota. The amendment sought to be offered by the gentleman from Pennsylvania was apparently intended to be offered to a paragraph that had not been read. The Clerk has now read, however, the paragraph headed, "Flood control, Mississippi River and tributaries," and the amendment which the gentleman from Pennsylvania has sought to offer should now be offered.

The CHAIRMAN. It was the purpose of the gentleman from Pennsylvania, as the Chair understood, to offer an amendment to line 20 on page 8. However, he has withdrawn that amendment, and the amendment he intends to offer now has not yet been reported.

Mr. WHITTINGTON. I went to the desk and read the amendment we voted on a few moments ago. The Clerk gave me the amendment, and, regardless of the gentleman's intentions, it provided for striking out all under "Flood control," beginning on page 7, line 10, and going down to and including line 16 on page 9, embracing four paragraphs, three of which had not been read, without any point of order. I was answering a long-distance telephone at the time the motion to strike was offered. That was the amendment we just voted on, and rejected.

The CHAIRMAN. The gentleman has been talking about the last paragraph that was read. The Clerk has now read a new paragraph, to which the gentleman from Pennsylvania offers an amendment. The Clerk will report the amendment.

The Clerk read as follows:

Amendment offered by Mr. RICH: On page 9, line 4, after "vehicles", strike out "\$30,000,000" and insert "\$10,000,000."

Mr. RICH. Mr. Chairman, I believe I was a member of the Committee on Flood Control way back in 1932 or 1933 when we spent fifteen or twenty million dollars on the Mississippi River. In those days that was considered a great sum. Then we started to appropriate for this river hundreds of millions of dollars, and since that time the appropriations have run into an enormous sum.

I do not want to cut down on flood control in the Mississippi River but I do want to win this war. I want to conserve the energy of every single individual and I want to conserve every single dollar that we can in order to win the war. If we are going to do that then it is necessary for us to reduce the amount on this item. We can do it because we already have spent so much money on that river that we ought to have it in pretty fair shape by this time.

Mr. ZIMMERMAN. Mr. Chairman, will the gentleman yield?

Mr. RICH. I yield to the gentleman for a question.

Mr. ZIMMERMAN. Mr. Chairman, I appreciate the fine work which the gentleman from Pennsylvania did on the Committee on Flood Control. I believe I had the honor of being a member of the committee while the gentleman

served on it. I am sure the gentleman has forgotten that the watershed of the Mississippi River which the gentleman is talking about covers thirty-some-odd States. The water from those thirty-and-some-odd States converges in the section which I come from. I am sure that that money is well spent.

Mr. RICH. Mr. Chairman, I cannot yield to the gentleman any further. I only have 5 minutes. Mr. Chairman, I want to point out some of the items contained in this bill. There is provided \$100,000 for advanced planning on the Mississippi River. Why, we have been doing that for 20 years. There is no use spending money in advanced planning on the Mississippi River at this time. We must win this war. That is what I am trying to drive home to the Members. We must win the war and there is no use talking about rivers or anything else. There will not be anything left for you to talk about. May I ask the majority leader if he does not agree with me that if we do not win the war we will have nothing left in this country? I wish the gentleman from Massachusetts [Mr. McCORMACK] would help me save a few dollars so that we can save this Nation of ours.

Mr. McCORMACK. Mr. Chairman, I was listening to my friend the gentleman from Pennsylvania with deep interest. Inasmuch as he asks for an expression from me on this matter, may I observe that my good friend the gentleman from Pennsylvania is wrong in this instance and I hope he will not press his amendment.

Mr. RICH. Mr. Chairman, I am trying to cut down expenses here. There are too many men who will be used on these projects who are needed on the farms along the Mississippi River. You are going to need those very men to work on the farms, as Marvin Jones says, to raise farm produce enough to feed not only the people of our own country but to feed the people of all the nations of the world. To me it is a serious thing. We do not want floods, but if floods do come that is a chance we are taking because we need the money and the manpower to do the important job of winning the war. However, we may not have these floods and we can do this work after the war is over when we have the manpower available. I hope the Members give consideration to this one item. If you will read the report you can find lots of items that are not essential at this time.

Mr. SNYDER. Mr. Chairman, I move that all debate on this amendment and all amendments thereto close now.

The CHAIRMAN. The question is on the motion of the gentleman from Pennsylvania [Mr. SNYDER].

The motion was agreed to.

The CHAIRMAN. The question recurs on the amendment offered by the gentleman from Pennsylvania [Mr. RICH].

The amendment was rejected.

Mr. WHITTINGTON. Mr. Chairman, I move to strike out the last word, just to say, with reference to the amendment offered by the gentleman from Pennsylvania [Mr. RICH] and rejected,

I thought I was correct when I stated it was included in the amendment previously reported, and I have verified it. The House voted previously to the motion just put, on the motion by the gentleman from Pennsylvania [Mr. RICH] which was rejected—to strike out all commencing on page 7, line 10, down to and including line 17 on page 9; so we voted on the amendment to strike out the appropriation for the Mississippi River twice, whether it was noticed or not by the gentleman from Pennsylvania [Mr. RICH]. It was rejected both times.

The CHAIRMAN. The Clerk will read. The Clerk read as follows:

SEC. 4. The Governor of the Panama Canal is hereby authorized to employ by contract or otherwise without regard to section 3709, Revised Statutes, and at such rates (not to exceed \$50 per day for individuals exclusive of necessary travel expenses) as he may determine, the services of architects, engineers, and other technical and professional personnel, or firms or corporations thereof, as may be necessary.

Mr. RICH. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I want the membership to know that it is not an easy job to get up here and criticize any appropriation bill. The Committee on Appropriations has worked over the bill and has reported it to the House. I have served as a member of the Committee on Appropriations and I know how people come to that committee and ask them to put in this project for their district, or some other project for John Jones' district. We like to do favors for our friends sometimes, but you must remember this, and you can take it as coming from a poor country Congressman, the pennies make the dimes and the dimes make the dollars. I can count when I get up to a dollar. I think I have some idea what this bill means, but in the last 10 years bills have been passed through this House that none of the Members had any idea the amount of money that was involved. None of the Members knows how serious this country is if you say that all we have done in the past 10 years was the proper thing to do. None of you knows how serious it is, if you come to the realization that the things you did in getting this country into the position in which it is, passing all the bills that have been passed, when you see the trouble we find ourselves in now. I tell you Members of this House, you want a little more backbone and a little more conservatism in you if you are going to win this war and win the peace and save the Nation.

The CHAIRMAN. The time of the gentleman has expired.

The Clerk concluded the reading of the bill.

Mr. SNYDER. Mr. Chairman, I move that the Committee do now rise and report the bill back to the House without amendment, with the recommendation that the bill do pass.

The motion was agreed to.

Accordingly the Committee rose; and the Speaker having resumed the chair, Mr. JOHN J. DELANEY, Chairman of the Committee of the Whole House on the state of the Union reported that that

Committee having had under consideration the bill (H. R. 2126), making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department and for other purposes, directed him to report the same back to the House without amendment, with the recommendation that the bill do pass.

Mr. SNYDER. Mr. Speaker, I move the previous question on the bill to final passage.

The previous question was ordered.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

EXTENSION OF REMARKS

Mr. CASE of South Dakota. Mr. Speaker, I ask unanimous consent that in the remarks I made this afternoon in the Committee of the Whole I may extend an article that appeared in the magazine section of the New York Times with respect to the building of the Lido Road, and also that I may insert certain excerpts from the report of the auditing committee of the General Accounting Office.

The SPEAKER. Is there objection to the request of the gentleman from South Dakota?

There was no objection.

Mr. MICHENER. Mr. Speaker, I ask unanimous consent that the gentleman from Illinois [Mr. SIMPSON] may extend his own remarks and include certain correspondence.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

[The matter referred to appears in the Appendix.]

PROGRAM

Mr. MARTIN of Massachusetts. Mr. Speaker, I ask unanimous consent to proceed for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

Mr. MARTIN of Massachusetts. Mr. Speaker, will the majority leader tell us what the program is for tomorrow?

Mr. McCORMACK. Mr. Speaker, it is my understanding that the Committee on the Judiciary intends to exercise its rights under the Calendar Wednesday rule and call up the insurance bill. I have been a little bit uncertain myself and I am glad my friend from Massachusetts asked the question so I could advise the House because we like to keep the House informed as fully as possible on the program. I talked with the gentleman from Pennsylvania [Mr. WALTER] today, and he definitely told me, and I believe he also told the gentleman from Massachusetts, that it was his intention to call up the insurance bill tomorrow.

Mr. MARTIN of Massachusetts. He gave me that same assurance.

Mr. McCORMACK. This will mean that the calendar of committees will be called on tomorrow, Calendar Wednesday. That is the best information I can give now.



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Senate

The Senate met at 12 o'clock meridian, and was called to order by the Vice President, who said: Rev. Henry Edward Russell, minister of Trinity Presbyterian Church, of Montgomery, Ala., and brother of the able and distinguished junior Senator from Georgia [Mr. RUSSELL], will offer prayer.

PRAYER

Rev. Henry Edward Russell offered the following prayer:

Almighty and Eternal God, we praise Thy holy name and thank Thee that we have been taught to call Thee Father. With grateful hearts we would acknowledge Thy goodness to our Nation. Thou hast been our help in ages past; Thou art our hope for years to come. Forbid, Heavenly Father, that in any way we should turn aside from Thee.

From the ground of our common suffering and with knowledge of Thy grace, we beseech Thy loving favor upon all mankind, asking that Thy mercy and goodness in the Prince of Peace may be known to all men.

Grant this day Thy wisdom to these Thy servants who deliberate on matters of government. Give them a vision of the destiny of this people whom Thou hast made great. Illuminate the thoughts of all who exercise power and grant that they may labor as those who seek Thy kingdom and its righteousness.

In days of battle, Lord God of hosts, we pray for a clean unsullied victory and a durable peace. Let Thy strength sustain those who represent us in battle. Comfort the distressed and sorrowful, we pray; wipe away the tears of those who mourn with the remembrance of Thy faithfulness, which is our eternal hope. We pray for our enemies who seek to destroy us and ask for Thy grace that we may be sincere in this prayer. Turn their hearts to Thee.

Quicken the hearts of our citizens to a proper sense of individual responsibility. Instruct our hearts in righteousness that we may be fitted for a fearless and faithful performance of every duty.

Father, since we cannot discern or know the full scope of our need, we ask Thee to look with mercy and allow our deepest need to be our truest prayer,

for Jesus' sake, in whose name we pray. Amen.

THE JOURNAL

On request of Mr. BARKLEY, and by unanimous consent, the reading of the Journal of the proceedings on Monday, February 12, 1945, was dispensed with, and the Journal was approved.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States submitting a nomination was communicated to the Senate by Mr. Miller, one of his secretaries.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Maurer, one of its reading clerks, announced that the House had passed the bill (S. 340) to express the intent of the Congress with reference to the regulation of the business of insurance, with an amendment in which it requested the concurrence of the Senate.

The message also announced that the House had passed the following bills and joint resolution, in which it requested the concurrence of the Senate:

H. R. 37. An act to amend section 77 of the act of July 1, 1898, entitled "An act to establish a uniform system of bankruptcy throughout the United States," as amended;

H. R. 2126. An act making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes; and

H. J. Res. 100. Joint resolution making an additional appropriation for the fiscal year 1945 for the Public Health Service.

ENROLLED BILL AND JOINT RESOLUTION SIGNED

The message further announced that the Speaker had affixed his signature to the following enrolled bills, and they were signed by the Vice President:

S. 338. An act to amend the Agricultural Adjustment Act of 1938, as amended, and sections 7 to 17 of the Soil Conservation and Domestic Allotment Act, as amended, to encourage the growing of war crops by protecting the allotments of producers of cotton, wheat and peanuts; and

H. R. 1808. An act to grant to the Hawaiian Electric Co., Ltd., the right to construct certain ditches, tunnels, and oil pipe lines in Pearl Harbor, T. H.

HOUSE BILLS AND JOINT RESOLUTION REFERRED

The following House bills and joint resolution were severally read twice by their titles and referred as indicated:

H. R. 37. An act to amend section 77 of the act of July 1, 1898, entitled "An act to establish a uniform system of bankruptcy throughout the United States," as amended; to the Committee on Interstate Commerce.

H. R. 2126. An act making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes; and

H. J. Res. 100. Joint resolution making an additional appropriation for the fiscal year 1945 for the Public Health Service; to the Committee on Appropriations.

SPEECHES DURING THE MORNING HOUR

Mr. BARKLEY. Mr. President, in order that no Senator may think that my objection is directed to him, I wish to announce now that I shall object to any speeches or any statements during the morning hour that extend beyond 5 minutes. Under the rule, no Senator is entitled even to speak at all in the morning hour; but if remarks are limited to not more than 5 minutes, I shall not object.

SENATOR FROM CONNECTICUT

Mr. McMAHON. Mr. President, I present the credentials of the newly designated Senator from the State of Connecticut, Admiral THOMAS C. HART, which I ask to have read.

The VICE PRESIDENT. The credentials will be read.

The Chief Clerk read the credentials, as follows:

STATE OF CONNECTICUT,
Executive Department.

To the PRESIDENT OF THE SENATE OF THE UNITED STATES:

This is to certify that pursuant to the power vested in me by the Constitution of the United States and the laws of the State of Connecticut, I, Raymond E. Baldwin, the Governor of said State, do hereby appoint THOMAS C. HART a Senator from said State to represent said State in the Senate of the United States until the vacancy therein, caused by the death of Francis T. Maloney, is filled by election, as provided by law.

Witness, His Excellency our Governor, Raymond E. Baldwin, and our seal hereto affixed

at Hartford, this 8th day of February, in the year of our Lord 1945.

RAYMOND E. BALDWIN,
Governor.

[SEAL] CHARLES J. PRESTIA,
Secretary.

The VICE PRESIDENT. The credentials will be placed on file.

Mr. McMAHON. The Senator-designate is now present in the Chamber and ready to take the oath.

The VICE PRESIDENT. If the Senator-designate will present himself at the desk, the oath will be administered to him.

Mr. HART, escorted by Mr. McMAHON, advanced to the Vice President's desk and the oath of office prescribed by law was administered to him by the Vice President.

NOTICE OF HEARING ON NOMINATION OF
NATHAN ROSS MARGOLD TO BE ASSOCI-
ATE JUSTICE OF THE DISTRICT COURT
OF THE UNITED STATES FOR THE DIS-
TRICT OF COLUMBIA

Mr. McCARRAN. Mr. President, on behalf of the Committee on the Judiciary, and in accordance with the rules of the committee, I desire to give notice that a public hearing has been scheduled for Friday, February 23, 1945, at 10:30 a. m., in the Senate Judiciary Committee room, upon the nomination of Nathan Ross Margold, of the District of Columbia, to be associate justice of the District Court of the United States for the District of Columbia, vice Hon. Bolitha J. Laws. At the indicated time and place, all persons interested in the nomination may make such representations as may be pertinent. The subcommittee consists of the Senator from Nevada [Mr. McCARRAN], chairman, the Senator from Montana [Mr. WHEELER], and the Senator from Oklahoma [Mr. MOORE].

ADDRESS BY SENATOR AUSTIN AT LIN-
COLN DAY NATIONAL REPUBLICAN
DINNER

Mr. AUSTIN. Mr. President, I delivered an address on February 12 last at the Waldorf-Astoria Hotel in New York City on the occasion of the Lincoln Day national Republican dinner. The address is entitled "The Two Great Challenges of Our Times," and I ask unanimous consent to have it printed in the RECORD following these remarks.

The VICE PRESIDENT. Is there objection?

There being no objection, the address was ordered to be printed in the RECORD, as follows:

I invoke the liberalism of Abraham Lincoln, to invigorate the Republican Party in the most vital service that it can perform at this time.

In a similar period, Lincoln appealed to the people, saying:

"The dogmas of the quiet past are inadequate to the stormy present. The occasion is piled high with difficulty, and we must rise with the occasion. As our case is new, so must we bethink anew and act anew. We must disenthrall ourselves, and then we shall save our country."

I speak of the two great challenges of our times: The winning of the war, and the equipping of peace forces.

It is amazing that both of these objectives have met with opposition which challenges the sacrificial strivings of the millions of our own people and of our allies.

The opposition is made by various tactics. Some vigorously assert the objectives, but vigorously block the most potent means of attaining them.

Others admit that some such means should be set up, but oppose the proposals on the ground that they are imperfect. Still others oppose on the alleged ground that these proposals do not conform to constitutional powers. They see only the peace powers and the safeguards of peacetimes, and close their eyes to the much greater war powers set forth in the Constitution.

Listen to Lincoln:

"They tell us that the law is unconstitutional. It is the first instance, I believe, in which the power of Congress to do a thing has ever been questioned in a case when the power is given by the Constitution in express terms. Whether a power can be implied when it is not expressed has often been the subject of controversy; but this is the first case in which the degree of effrontery has been ventured upon of denying a power which is plainly and distinctly written down in the Constitution. The Constitution declares that 'The Congress shall have power * * * to raise and support armies.' * * * The whole scope of the Conscription Act is 'to raise and support armies.'"

"Shall we shrink from the necessary means to maintain our free government?"

"Are we degenerate? Has the manhood of our race run out?"

Physically speaking, this is a war of materials and men. Every mobile person in Germany and Japan is mobilized, and charged with a fanatical zeal. The tough, brutal armed forces of the enemy constitute only a part of the enemy front. Therefore, every mobile person in the United Nations ought to be enlisted to overcome the total strength of the enemy. Our democratic allies have, by law, effected such mobilization. The United States has not done so. We have the men in the field, and we are now threatened with a let-down in materials because of the shortage of civilian manpower.

In two former Congresses, Republicans introduced national service bills. Probably the most familiar one to you is the Austin-Wadsworth bill. Although it had the backing of a large majority of our people, it did not get out of committee.

We have, by many laws, mobilized capital, property, and management, but by failing to legislate for manpower mobilization, we have left the President of the United States in a position where he has been obliged to use Executive orders backed by indirect sanctions for this purpose.

Now we have before us a specific proposal known as the Bailey-May bill, which would accomplish part of the mobilization aimed at by the Austin-Wadsworth bill.

Every department and agency of Government responsible for raising and supporting armies and maintaining navies has appeared and demonstrated the need for this bill.

For just one instance, Mr. Krug, Chairman of the War Production Board, testified:

"We need it so desperately that I hope we do not spend weeks quibbling about detailed mechanics when the whole structure of war production is coming down."

The Commander in Chief, the Chief of Staff, the Admiral of the Fleet, who know the cost in human life and matériel of every battle that has been fought, and who are qualified to judge of the requirements for the future, urgently press upon Congress and our people the need for stepping up recruitment by 900,000 men for the armed forces, and 700,000 men for civilian service, and the increasing of supplies and transportation to maintain momentum.

What more persuasive call could be made upon us—excepting, perhaps, one; that is, the call of our fighting men. And they are calling.

Stars and Stripes, in an editorial of February 7, republished in the New York Times, said:

"What the front needs is men and more men, weapons and more weapons, supplies and more supplies."

Continuing the quotation—

"They call the proposed manpower law 'the May bill.' That name ought to be changed. There can't be any 'may' about it. 'Must' is the word."

While this proposed legislation is not perfect, it would enable recruitment of the 900,000 men for the armed forces, replacement in industry of those assigned therefrom to battle duty, stop turn-over and hoarding, and direct from nonessential activities the required 700,000 additional workers to service in war industries.

It would remedy, if properly administered, the causes of many delays in critical programs and many shortages of schedule. It would enable us to meet the additional and ever-increasing demands of a war that is getting its stride.

Moreover, it would prove to the men at the front that Congress has not overruled their commanding officers, and it would prevent revision of schedules now laid out for future tactical operations planned in the European and Pacific wars.

Mr. Krug further testified:

"At the moment, according to the best information I have, we have sufficient supplies at the front to take care of the operations as planned, but unless we meet the schedules that are now laid out for the future, tactical operations planned in the European and in the Pacific wars will have to be deferred."

I want every father and mother in America who hears me tonight to consider this: A single day's prolongation of the war would cost the lives of many American boys.

In the remaining time, I can but briefly discuss the equipping of peace forces.

All peace-loving nations earnestly pray for guidance of the leaders of the three great powers in planning the structure of security and peace.

Progress toward the objective is represented by the Dumbarton Oaks proposals.

Earlier in this program, our distinguished former President, Herbert Hoover, briefly addressed us and gave us the glad tidings that the three great powers had arrived at an agreement.

Through the thoughtful kindness of Mr. Ogden Reed, I have been furnished with a copy of the agreement, which includes the following:

"We are resolved upon the earliest possible establishment with our allies of a general international organization to maintain peace and security. We believe that this is essential, both to prevent aggression and to remove the political, economic, and social causes of war through the close and continuing collaboration of all peace-loving peoples."

"The foundations were laid at Dumbarton Oaks. On the important question of voting procedure, however, agreement was not there reached. The present conference has been able to resolve this difficulty."

"We have agreed that a conference of United Nations should be called to meet at San Francisco in the United States on April 25, 1945, to prepare the charter of such an organization, along the lines proposed in the informal conversations at Dumbarton Oaks."

"The Government of China and the provisional government of France will be immediately consulted and invited to sponsor invitations to the conference jointly with the Governments of the United States, Great Britain, and the Union of Soviet Socialist Republics. As soon as the consultation with China and France has been completed the text of the proposals on voting procedure will be made public."

Progress has also been achieved through bilateral treaties between Russia and Britain, Russia and Czechoslovakia, and between

79TH CONGRESS
1ST SESSION

H. R. 2126

IN THE SENATE OF THE UNITED STATES

FEBRUARY 15, 1945

Read twice and referred to the Committee on Appropriations

AN ACT

Making appropriations for the fiscal year ending June 30, 1946,
for civil functions administered by the War Department,
and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the fiscal year
5 ending June 30, 1946, for civil functions administered by
6 the War Department, and for other purposes, namely:

QUARTERMASTER CORPS

CEMETERIAL EXPENSES

For maintaining and improving national cemeteries, including fuel for and pay of superintendents and the superintendent at Mexico City, and other employees; purchase of grave sites; purchase of tools and materials; purchase (not to exceed one), repair, maintenance, and operation of passenger-carrying motor vehicles; care and maintenance of the Arlington Memorial Amphitheater, chapel, and grounds in the Arlington National Cemetery, and that portion of Congressional Cemetery to which the United States has title and the graves of those buried therein, including Confederate graves, and including the burial site of Pushmataha, a Choctaw Indian chief; repair to roadways but not to more than a single approach road to any national cemetery constructed under special Act of Congress; for headstones or markers for unmarked graves of soldiers, sailors, and marines under the Acts approved March 3, 1873, February 3, 1879, February 26, 1929, and April 18, 1940 (24 U. S. C. 279-280b), and civilians interred in post cemeteries; for repairs and preservation of monuments, tablets, roads, fences, and so forth, made and constructed by the United States in Cuba and China to mark the places where American soldiers fell; care, protection, and maintenance of the Confederate Mound in Oakwood Cemetery at Chicago, the Confederate

1 Stockade Cemetery at Johnstons Island, the Confederate
2 burial plats owned by the United States in Confederate
3 Cemetery at North Alton, the Confederate Cemetery, Camp
4 Chase, at Columbus, the Confederate Cemetery at Point
5 Lookout, and the Confederate Cemetery at Rock Island; and
6 for care and maintenance of graves used by the Army for
7 burials in commercial cemeteries, \$1,658,700: *Provided*, That
8 no railroad shall be permitted upon any right-of-way which
9 may have been acquired by the United States leading to a
10 national cemetery, or to encroach upon any roads or walks
11 constructed thereon and maintained by the United States:
12 *Provided further*, That no part of this appropriation shall be
13 used for repairing any roadway not owned by the United
14 States within the corporate limits of any city, town, or
15 village.

16 SIGNAL CORPS

17 ALASKA COMMUNICATION SYSTEM

18 For operation, maintenance, and improvement of the
19 Alaska Communication System, including travel allowances
20 and travel in kind as authorized by law, and operation and
21 maintenance of passenger-carrying vehicles, \$227,840, to
22 be derived from the receipts of the Alaska Communication
23 System which have been covered into the Treasury of the
24 United States, and to remain available until the close of the
25 fiscal year 1947: *Provided*, That the Secretary of War

1 shall report to Congress the extent and cost of any exten-
2 sions and betterments which may be affected under this
3 appropriation.

4 CORPS OF ENGINEERS

5 RIVERS AND HARBORS AND FLOOD CONTROL

6 To be immediately available and to be expended under
7 the direction of the Secretary of War and the supervision of
8 the Chief of Engineers, and to remain available until ex-
9 pended: *Provided*, That the services of such additional tech-
10 nical and clerical personnel as the Secretary of War may
11 deem necessary may be employed only in the Office of the
12 Chief of Engineers, to carry into effect the various appro-
13 priations for rivers and harbors and flood control, surveys,
14 and preparation for and the consideration of river and harbor
15 and flood control estimates and bills, to be paid from such
16 appropriations: *Provided further*, That the expenditures on
17 this account for the fiscal year 1946 shall not exceed
18 \$662,000, and the Secretary of War shall each year,
19 in the Budget, report to Congress the number of persons
20 so employed, their duties, and the amount paid to each:
21 *Provided further*, That any appropriation for civil functions
22 under the Corps of Engineers for the fiscal year 1946
23 shall be available for contracting in such manner as the
24 Secretary of War may determine to be in the public
25 interest without regard to the provisions of section 3709

1 of the Revised Statutes or section 3 of the River and Harbor
2 Act of August 11, 1888.

3 RIVERS AND HARBORS

4 For the preservation and maintenance of existing river
5 and harbor works, and for the prosecution of such projects
6 heretofore authorized as may be most desirable in the inter-
7 ests of commerce and navigation; for survey of northern and
8 northwestern lakes and other boundary and connecting waters
9 as heretofore authorized, including the preparation, correction,
10 printing, and issuing of charts and bulletins and the investi-
11 gation of lake levels; for prevention of obstructive and
12 injurious deposits within the harbor and adjacent waters of
13 New York City; for expenses of the California Débris Com-
14 mission in carrying on the work authorized by the Act
15 approved March 1, 1893, as amended (33 U. S. C. 661,
16 678, and 683); for removing sunken vessels or craft ob-
17 structing or endangering navigation as authorized by law;
18 for operating and maintaining, keeping in repair, and
19 continuing in use without interruption any lock, canal
20 (except the Panama Canal), canalized river, or other
21 public works for the use and benefit of navigation belong-
22 ing to the United States, including maintenance of the
23 Hennepin Canal in Illinois; for payment annually of
24 tuition fees of not to exceed fifty student officers of the
25 Corps of Engineers at civil technical institutions under the

1 provisions of section 127a of the National Defense Act, as
2 amended (10 U. S. C. 535) ; for examinations, surveys, and
3 contingencies of rivers and harbors; for the execution of
4 detailed investigations and the preparation of plans and
5 specifications for projects heretofore or hereafter authorized;
6 for printing and binding, newspapers, lawbooks, books of
7 reference, periodicals, and office supplies and equipment
8 required in the Office of the Chief of Engineers to carry out
9 the purposes of this appropriation, including such printing
10 as may be authorized by the Committee on Printing of the
11 House of Representatives, either during a recess or session
12 of Congress, of surveys authorized by law, and such surveys
13 as may be printed during a recess of Congress shall be
14 printed, with illustrations, as documents of the next succeed-
15 ing session of Congress, and for the purchase in the fiscal
16 year 1946, of not to exceed two hundred motor-propelled
17 passenger-carrying vehicles and five motorboats: *Provided*,
18 That no part of this appropriation shall be expended for any
19 preliminary examination, survey, project, or estimate not
20 authorized by law. \$41,358,000: *Provided*, That from this
21 appropriation the Secretary of War may, in his discretion
22 and on the recommendation of the Chief of Engineers
23 based on the recommendation by the Board of Rivers and
24 Harbors in the review of a report or reports authorized
25 by law, expend such sums as may be necessary for the

1 maintenance of harbor channels provided by a State, munici-
2 pality, or other public agency, outside of harbor lines and
3 serving essential needs of general commerce and navigation,
4 such work to be subject to the conditions recommended by
5 the Chief of Engineers in his report or reports thereon:
6 *Provided further*, That no appropriation under the Corps of
7 Engineers for the fiscal year 1946 shall be available
8 for any expenses incident to operating any power-driven boat
9 or vessel on other than Government business.

10 FLOOD CONTROL

11 Flood control, general: For the construction and main-
12 tenance of certain public works on rivers and harbors for flood
13 control, and for other purposes, in accordance with the pro-
14 visions of the Flood Control Act, approved June 22, 1936,
15 as amended and supplemented, including printing and bind-
16 ing, newspapers, lawbooks, books of reference, periodicals,
17 and office supplies and equipment required in the Office of the
18 Chief of Engineers to carry out the purposes of this appro-
19 priation, and for the purchase in the fiscal year 1946, of not
20 to exceed forty motor-propelled passenger-carrying vehicles
21 and one motorboat, and for preliminary examinations, sur-
22 veys, and contingencies in connection with the flood control,
23 \$14,037,000: *Provided*, That funds appropriated herein may
24 be used for flood-control work on the Salmon River, Alaska,
25 as authorized by law: *Provided further*, That funds appro-

1 priated herein may be used to execute detailed surveys, and
2 prepare plans and specifications, necessary for the construction
3 of flood-control projects heretofore or hereafter authorized or
4 for flood-control projects considered for selection in accord-
5 ance with the provisions of section 4 of the Flood Control Act
6 approved June 28, 1938, and section 3 of the Flood Control
7 Act approved August 18, 1941 (55 Stat. 638) : *Pro-*
8 *vided further*, That the expenditure of funds for completing
9 the necessary surveys shall not be construed as a
10 commitment of the Government to the construction of any
11 project: *Provided further*, That no part of appropriations
12 made available to the Secretary of Agriculture for prelimi-
13 nary examinations and surveys, as authorized by law, for
14 run-off and water-flow retardation and soil-erosion preven-
15 tion on the watersheds of flood-control projects, shall be obli-
16 gated for initiating work upon new projects or for prosecut-
17 ing work upon projects heretofore commenced, unless they
18 accord with priorities specifically approved by the Secretary
19 of War and the Secretary of Agriculture.

20 Flood control, Mississippi River and tributaries: For
21 prosecuting work of flood control in accordance with the pro-
22 visions of the Flood Control Act approved May 15, 1928, as
23 amended (33 U. S. C. 702a), including printing and bind-
24 ing, newspapers, lawbooks, books of reference, periodicals,
25 and office supplies and equipment required in the Office of

1 the Chief of Engineers to carry out the purposes of this
2 appropriation, and for the purchase, in the fiscal year 1946 of
3 not to exceed fifty used motor-propelled passenger-carrying
4 vehicles, \$30,000,000.

5 Emergency fund for flood control on tributaries of
6 Mississippi River: For rescue work and for repair or main-
7 tenance of any flood-control work on any tributaries of the
8 Mississippi River threatened or destroyed by flood, in
9 accordance with section 9 of the Flood Control Act, approved
10 June 15, 1936 (49 Stat. 1508), \$500,000.

11 Flood control, Sacramento River, California: For prose-
12 cuting work of flood control, Sacramento River, California, in
13 accordance with the provisions of Acts approved March 1,
14 1917, May 15, 1928, and August 26, 1937, as modified by
15 the Act of August 18, 1941 (33 U. S. C. 703, 704; 50 Stat.
16 849; 55 Stat. 638-651), \$2,050,000.

17 MISCELLANEOUS CIVIL WORKS

18 Maintenance and Operation, Certain Federal Water
19 Mains Outside the District of Columbia: For the mainte-
20 nance, operation, improvement, extension, and protection of
21 Federal water lines located outside the District of Columbia
22 required to serve nearby Government establishments and
23 facilities with water from the water supply system of the
24 District of Columbia, including interconnections with other

1 water systems for emergency use wherever located, to be
2 immediately available and to be expended under the direc-
3 tion of the Secretary of War and the supervision of the Chief
4 of Engineers, \$12,000.

5 UNITED STATES SOLDIERS' HOME

6 For maintenance and operation of the United States
7 Soldiers' Home, to be paid from the Soldiers' Home per-
8 manent fund, \$1,213,600: *Provided*, That this appropriation
9 shall not be available for the payment of hospitalization of
10 members of the home in United States Army hospitals at
11 rates in excess of those prescribed by the Secretary of War,
12 upon the recommendation of the Board of Commissioners of
13 the home and the Surgeon General of the Army.

14 THE PANAMA CANAL

15 For every expenditure requisite for and incident to the
16 maintenance and operation, sanitation, and civil govern-
17 ment of the Panama Canal and Canal Zone, and construc-
18 tion of additional facilities, including the following: Com-
19 pensation of all officials and employees; foreign and domestic
20 newspapers and periodicals; lawbooks; textbooks and books
21 of reference; printing and binding, including printing of an-
22 nual report; personal services in the District of Columbia, pur-
23 chase (not to exceed twelve), maintenance, repair, and oper-
24 ation of motor-propelled and horse-drawn passenger-carrying
25 vehicles; claims for damages to vessels, cargo, crew, or pas-

1 sengers, as authorized by section 10 of title 2, Canal Zone
2 Code, as amended (54 Stat. 387) ; claims for losses of or
3 damages to property arising from the conduct of authorized
4 business operations; claims for damages to property arising
5 from the maintenance and operation, sanitation, and civil gov-
6 ernment of the Panama Canal, and construction of additional
7 facilities; acquisition of land and land under water, as author-
8 ized in the Panama Canal Act; expenses incurred in assem-
9 bling, assorting, storing, repairing, and selling material, ma-
10 chinery, and equipment heretofore or hereafter purchased or
11 acquired for the construction of the Panama Canal which are
12 unserviceable or no longer needed, to be reimbursed from
13 the proceeds of such sale; expenses incident to conducting
14 hearings and examining estimates for appropriations on the
15 Isthmus; expenses incident to any emergency arising because
16 of calamity by flood, fire, pestilence, or like character not
17 foreseen or otherwise provided for herein; travel expenses
18 when prescribed by the Governor of the Panama Canal
19 to persons engaged in field work or traveling on official busi-
20 ness; not to exceed \$2,000 for travel and subsistence expenses
21 of members of the police and fire forces of the Panama Canal
22 incident to their special training in the United States; trans-
23 portation, including insurance, of public funds and securities
24 between the United States and the Canal Zone; purchase,
25 construction, repair, replacement, alteration, or enlargement

1 of buildings, structures, equipment, and other improvements;
2 and for such other expenses not in the United States as
3 the Governor of the Panama Canal may deem necessary
4 best to promote the maintenance and operation, sanitation,
5 and civil government of the Panama Canal, and construction
6 of additional facilities, all to be expended under the direction
7 of the Governor of the Panama Canal and accounted for
8 as follows:

9 For maintenance and operation of the Panama Canal:
10 Salary of the Governor, \$10,000; contingencies of the Gov-
11 ernor, to be expended in his discretion, not exceeding \$3,000;
12 purchase, inspection, delivery, handling, and storing of ma-
13 terials, supplies, and equipment for issue to all departments
14 of the Panama Canal, the Panama Railroad, other branches
15 of the United States Government, and for authorized sales;
16 payment in lump sums of not exceeding the amounts author-
17 ized by the Injury Compensation Act approved September
18 7, 1916 (5 U. S. C. 793), to alien cripples who are now
19 a charge upon the Panama Canal by reason of injuries sus-
20 tained while employed in the construction of the Panama
21 Canal; relief payments authorized by the Act approved
22 July 8, 1937 (50 Stat. 478); and not to exceed \$7,200
23 for deposit in the general fund of the Treasury for cost
24 of penalty mail for offices of the Panama Canal in
25 the United States as required by section 2 of the Act of

1 June 28, 1944 (Public Law 364) ; in all, \$4,137,000, to-
2 gether with all moneys arising from the conduct of business
3 operations authorized by the Panama Canal Act.

4 For sanitation, quarantine, hospitals, and medical aid and
5 support of the insane and of lepers and aid and support of
6 indigent persons legally within the Canal Zone, including ex-
7 penses of their deportation when practicable, the purchase of
8 artificial limbs or other appliances for persons who were
9 injured in the service of the Isthmian Canal Commission or
10 the Panama Canal prior to September 7, 1916, additional
11 compensation to any officer of the United States Public
12 Health Service detailed with the Panama Canal as chief
13 quarantine officer, and payments of not to exceed \$50 in
14 any one case to persons within the Government service who
15 shall furnish blood from their veins for transfusion to the
16 veins of patients in Panama Canal Hospitals, \$1,784,200.

17 For civil government of the Panama Canal and Canal
18 Zone, including gratuities and necessary clothing for indigent
19 discharged prisoners, \$1,377,000.

20 Construction of additional facilities Panama Canal:
21 For construction of additional facilities for the improvement
22 and enlargement of the capacity of the Panama Canal, in
23 accordance with the Act of August 11, 1939 (53 Stat.
24 1409), including reimbursements to the appropriations for
25 "Maintenance and operation, sanitation, and civil govern-

1 ment, Panama Canal", in such amounts as the Governor of
2 the Panama Canal shall from time to time determine to be
3 additional costs incurred for the objects specified in said
4 appropriations on account of the prosecution of the work;
5 in all, \$810,600.

6 Total, Panama Canal, \$8,108,800, to be available until
7 expended.

8 In addition to the foregoing sums there is appropriated
9 for the fiscal year 1946 for expenditures and rein-
10 vestment under the several heads of appropriation aforesaid,
11 without being covered into the Treasury of the United States,
12 and to remain available until expended, all moneys received
13 by the Panama Canal during the fiscal year 1946
14 and prior fiscal years (exclusive of net profits for such prior
15 fiscal years) from services rendered or materials and supplies
16 furnished to the United States, the Panama Railroad Com-
17 pany, the Canal Zone government, or to their employees,
18 respectively, or to the Panama Government, from hotel and
19 hospital supplies and services; from rentals, wharfage, and
20 like service; from labor, materials, and supplies and other
21 services furnished to vessels other than those passing through
22 the Canal, and to others unable to obtain the same elsewhere;
23 from the sale of scrap and other byproducts of manufacturing
24 and shop operations; from the sale of obsolete and unservice-
25 able materials, supplies, and equipment purchased or acquired

1 for the operation, maintenance, protection, sanitation, and
2 government of the Canal and Canal Zone; and any net profits
3 accruing from such business to the Panama Canal shall
4 annually be covered into the Treasury of the United States.

5 There is also appropriated for the fiscal year 1946
6 for the operation, maintenance, and extension of water-
7 works, sewers, and pavements in the cities of Panama and
8 Colon, to remain available until expended, the necessary
9 portions of such sums as shall be paid during that fiscal year
10 as water rentals or directly by the Government of Panama
11 for such expenses; and notwithstanding the transfer of the
12 waterworks and sewer systems pursuant to the joint resolu-
13 tion approved May 3, 1943 (Public Law 48), any unex-
14 pended balances of the sums appropriated by this paragraph,
15 together with the unexpended balances of sums appropriated
16 for the same purpose in prior fiscal years, shall be immedi-
17 ately available and shall remain available until expended for
18 the purposes for which appropriated.

19 SEC. 2. No part of any appropriation contained in this
20 Act shall be used directly or indirectly, except for temporary
21 employment in case of emergency, for the payment of any
22 civilian for services rendered by him on the Canal Zone
23 while occupying a skilled, technical, clerical, administrative,
24 executive, or supervisory position unless such person is a
25 citizen of the United States of America or of the Republic

1 of Panama: *Provided, however,* (1) That, notwithstanding
2 the provision in the Act approved August 11, 1939
3 (53 Stat. 1409), limiting employment in the above-
4 mentioned positions to citizens of the United States from
5 and after the date of the approval of said Act, citizens
6 of Panama may be employed in such positions; (2)
7 that at no time shall the number of Panamanian citizens
8 employed in the above-mentioned positions exceed the num-
9 ber of citizens of the United States so employed, if United
10 States citizens are available in continental United States or
11 on the Canal Zone; (3) that nothing in this Act shall pro-
12 hibit the continued employment of any person who shall have
13 rendered fifteen or more years of faithful and honorable serv-
14 ice on the Canal Zone; (4) that in the selection of personnel
15 for skilled, technical, administrative, clerical, supervisory, or
16 executive positions, the controlling factors in filling these
17 positions shall be efficiency, experience, training, and educa-
18 tion; (5) that all citizens of Panama and the United States
19 rendering skilled, technical, clerical, administrative, execu-
20 tive, or supervisory service on the Canal Zone under the
21 terms of this Act (a) shall normally be employed not more
22 than forty hours per week, (b) may receive as compensation
23 equal rates of pay based upon rates paid for similar employ-
24 ment in continental United States plus 25 per centum; (6)
25 this entire section shall apply only to persons employed in

1 skilled, technical, clerical, administrative, executive, or super-
2 visory positions on the Canal Zone directly or indirectly by
3 any branch of the United States Government or by any cor-
4 poration or company whose stock is owned wholly or in part
5 by the United States Government: *Provided further*, That
6 the President may suspend from time to time in whole or
7 in part compliance with this section in time of war or national
8 emergency if he should deem such course to be in the public
9 interest.

10 SEC. 3. No part of any appropriation contained in this
11 Act shall be used to pay the salary or wages of any person
12 who advocates, or who is a member of an organization that
13 advocates, the overthrow of the Government of the United
14 States by force or violence: *Provided*, That for the purposes
15 hereof an affidavit shall be considered prima facie evidence
16 that the person making the affidavit does not advocate, and
17 is not a member of an organization that advocates, the over-
18 throw of the Government of the United States by force or
19 violence: *Provided further*, That any person who advocates,
20 or who is a member of an organization that advocates, the
21 overthrow of the Government of the United States by force
22 or violence and accepts employment the salary or wages for
23 which are paid from any appropriation in this Act shall be
24 guilty of a felony and, upon conviction, shall be fined not
25 more than \$1,000 or imprisoned for not more than one year,

1 or both: *Provided further*, That the above penalty clause
2 shall in addition to, and not in substitution for, any other
3 provisions of existing law.

4 SEC. 4. The Governor of the Panama Canal is hereby
5 authorized to employ by contract or otherwise without regard
6 to section 3709, Revised Statutes, and at such rates (not to
7 exceed \$50 per day for individuals exclusive of necessary
8 travel expenses) as he may determine, the services of
9 architects, engineers, and other technical and professional per-
10 sonnel, or firms or corporations thereof, as may be necessary.

11 SEC. 5. Appropriations for the Military Establishment
12 and for civil functions administered by the War Department
13 for the fiscal year 1946 may be used for carrying
14 into effect the Act entitled "An Act to provide for the settle-
15 ment of claims for damage to or loss or destruction of prop-
16 erty or personal injury or death caused by military per-
17 sonnel or civilian employees, or otherwise incident to
18 activities, of the War Department or of the Army", approved
19 July 3, 1943.

20 SEC. 6. This Act may be cited as the "War Department
21 Civil Appropriation Act, 1946".

Passed the House of Representatives February 13, 1945.

Attest:

SOUTH TRIMBLE,

Clerk.

AN ACT

Making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

FEBRUARY 15, 1945
Read twice and referred to the Committee on
Appropriations

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1946

HEARINGS

BEFORE THE

SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS UNITED STATES SENATE

SEVENTY-NINTH CONGRESS

FIRST SESSION

ON

H. R. 2126

BILL MAKING APPROPRIATIONS FOR THE FISCAL YEAR
ENDING JUNE 30, 1946, FOR CIVIL FUNCTIONS
ADMINISTERED BY THE WAR DEPARTMENT,
AND FOR OTHER PURPOSES

Printed for the use of the Committee on Appropriations



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WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1946

WEDNESDAY, FEBRUARY 28, 1945

UNITED STATES SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D. C.

The subcommittee met at 10:30 a. m., pursuant to call, Senator Elmer Thomas, of Oklahoma, chairman of the subcommittee, presiding.

Present: Senators Thomas of Oklahoma (presiding), Hayden, Overton, Mead, Maybank, Gurney, Reed, and Ferguson.

CORPS OF ENGINEERS

Senator THOMAS of Oklahoma (presiding). The committee will be in order.

The subcommittee has before it House bill No. 2126, a bill making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

AMENDMENTS REQUESTED BY WAR DEPARTMENT

As is customary when the bill reached the Senate an invitation was extended to the Secretary of War to consider the bill as the same passed the House and to submit to the Senate such suggestions for corrections and changes as he might desire.

At this point in the record, I will place a letter signed by Henry L. Stimson, Secretary of War, to the committee under date of February 19, 1945. The Secretary makes but three suggestions for changes. These three are merely technical. On page 4, line 2, he wants the word "affected" changed to the word "effected." That does not seem like a very important amendment, nevertheless it might become important. The second suggested change is on page 9, line 3, after the word "fifty" strike out the word "used." The third amendment is on page 18, line 2, after the word "shall" insert the word "be."

The Secretary makes no suggestions for material changes in the bill excepting clerical and typographical.

(The letter is as follows:)

WAR DEPARTMENT,
Washington, D. C., February 19, 1945.

HON. ELMER THOMAS,

Committee on Appropriations, United States Senate.

DEAR SENATOR THOMAS: There are transmitted herewith memoranda of changes desired in the War Department civil appropriations bill, 1946, in accordance with the request contained in your letter of February 12, 1945.

Representatives of the department will appear before your committee at such time as you may desire.

Sincerely yours,

HENRY L. STIMSON,
Secretary of War.

SIGNAL CORPS

ALASKA COMMUNICATION SYSTEM

Page 4, line 2: Delete the word "affected" and insert the word "effected".

Discussion: To correct a typographical error in order that the text may be in accord with prior acts.

CORPS OF ENGINEERS

FLOOD CONTROL

Page 9, line 3: After the word "fifty" strike out the word "used".

Discussion: The word "used" was inserted by the House Committee on Appropriations. Since there is no known source from which "used" cars can be procured, a statutory provision restricting the use of funds to "used" cars would leave the War Department without authority to procure vehicles necessary to accomplish the work for which the appropriation is made.

GENERAL PROVISIONS

Page 18, line 2: After the word "shall" insert the word "he".

Discussion: To correct a typographical error in order that the text may be in accord with prior acts.

We understand there will be supplemental budget estimates presented to the committee before we complete our hearings, and they will be taken up in order, but the hearing at this time will be with respect to the provisions of the bill so that the Senate committee may have as clear an understanding as possible of the proposed legislation.

Without objection I think it advisable to make the hearings held by the House committee a part of our hearings, not to be reprinted, but to form a part of our hearing for reference purposes. If there is no objection that can be done, and we will have the hearings here before us.

Now, the War Department is well represented this morning. I think it will be proper for the record to show the representatives of the War Department who are present, if you will give them to the reporter.

(The representatives from the War Department present were as follows: Maj. Gen. E. Reybold, Maj. Gen. Thomas M. Robins, Col. George R. Goethals, Col. J. P. LaCroix, and Maj. D. M. Radcliffe.

Colonel GOETHALS. That has been done, sir.

Senator THOMAS of Oklahoma (presiding). General Reybold, if you will, you may proceed to give the committee a general statement outlining the provisions of the bill and what you seek to accomplish through the coming year in view of the war situation.

STATEMENT OF MAJ. GEN. E. REYBOLD, CHIEF OF ENGINEERS, WAR DEPARTMENT

General REYBOLD. I should like to summarize the detailed statements on the civil works program of the Department which I made in the hearings before the House committee, to which the chairman has already referred

CIVIL WORKS PROGRAM DURING PRESENT YEAR

During the present year, our civil-works program is being carried forward at the minimum rate essential to the adequate operations of completed works and maintenance of channels and improvements vital to the war effort. Construction of civil-works projects has practically ceased. We are making good progress on advance planning of authorized civil-works projects to be ready for construction after the war.

AMOUNT APPROPRIATED FOR CURRENT FISCAL YEAR

For the current fiscal year appropriations totaling \$106,916,100 have been provided by Congress for the civil works program, including \$12,000,000 for emergency repairs to levees damaged by the 1944 spring floods.

I call your attention to that figure, \$106,916,100, which is for the current fiscal year.

TOTAL APPROPRIATION IN BILL FOR CORPS OF ENGINEERS AS PASSED BY HOUSE

The War Department civil appropriations bill for the fiscal year 1946 as approved by the House, contains appropriations totaling \$87,957,000. You will note that is somewhat less, Mr. Chairman, than for the current fiscal year.

For the break-down of these appropriations, we have:

Maintenance and improvement of rivers and harbors, \$41,358,000.

Flood control, general, \$14,037,000.

Flood control, Mississippi River, \$30,000,000.

Emergency fund, Mississippi River tributaries, \$500,000.

Flood control, Sacramento River, \$2,050,000.

Maintenance and operation, certain water mains outside the District of Columbia, \$12,000. Aggregating the figure I gave a moment ago of \$87,957,000.

These amounts will be sufficient to carry forward the civil works program on a much reduced scale in accordance with wartime policies and conditions, including limited programs of advance planning for flood control and preliminary examinations and surveys:

RIVERS AND HARBORS

PRELIMINARY EXAMINATIONS, SURVEYS AND CONTINGENCIES

Let us now consider the subject of preliminary examinations, surveys, and contingencies for rivers and harbors as distinguished from flood control.

The amount contained in the pending appropriation for rivers and harbors includes \$2,000,000 for "Examinations, surveys, and contingencies." These funds do not provide for carrying out any of the investigations called for in the pending river and harbor bill, S. 35, which has passed both Houses of Congress. The pending bill contains provision for some 300 investigations.

ADDITIONAL AMOUNT THAT WOULD BE NEEDED TO CARRY ON PRELIMINARY EXAMINATIONS
AND SURVEYS UNDER RECENTLY PASSED RIVER AND HARBOR BILL

In other words, the appropriation bill before you carries \$2,000,000, but in order to carry on preliminary examinations and surveys for the items listed in the new rivers and harbors bill, we could spend an additional \$1,500,000.

AVAILABILITY OF MANPOWER

Senator FERGUSON. May I inquire there, General, have you the manpower to do this work?

General REYBOLD. Yes, sir, on a slow-moving schedule.

Senator FERGUSON. For an appropriation of this size?

General REYBOLD. Yes, sir.

Senator FERGUSON. Even though the war is going on, you have the manpower?

General REYBOLD. Yes, sir. Those surveys and examinations are made by our older employees.

Senator FERGUSON. Well, this is mostly pay roll, isn't it—that is, the surveying and planning?

General REYBOLD. Yes, sir; that is correct.

Senator FERGUSON. How many men would that take?

General REYBOLD. I don't have the figures right at hand. Those preliminary examinations and surveys are scattered throughout the Nation, Senator.

Senator FERGUSON. I appreciate that, but 2,000,000 upward is quite a pay roll, when we are at war, as an outside project.

General REYBOLD. I am sure we have the personnel available for this specialized class of work without interference with the war effort.

NUMBER OF CIVIL WORKS DISTRICTS

Senator THOMAS of Oklahoma. How many branch offices have you scattered throughout the United States?

General REYBOLD. We have 46 civil works districts, Senator, located throughout the country.

Senator THOMAS of Oklahoma. And each of those districts are now staffed with personnel?

General REYBOLD. Yes, sir.

Senator THOMAS of Oklahoma. The country is divided into that many districts?

General REYBOLD. Yes.

Senator THOMAS of Oklahoma. And each district has branch offices. For example, in my State there is one at Tulsa which seems to be quite an institution. I also know something about the one at Denison, Tex. I presume if this money is made available that you have in those var-

ious district offices sufficient personnel to make the surveys in their respective districts.

General REYBOLD. That is correct.

Senator THOMAS of Oklahoma. That is, in the amount in which the money is made available.

General REYBOLD. Yes, sir.

Senator THOMAS of Oklahoma. That is my understanding.

AVAILABILITY OF MANPOWER

Senator FERGUSON. Mr. Chairman, what I am getting at is that all other so-called civilian post-war plans have been curtailed because of manpower, and here we get an appropriation of \$2,000,000 to use manpower while we are debating the question as to whether or not we have enough manpower to actually win the war. I would like to know sometime just how many men there are we could put on this project.

QUESTION AS TO DEFERMENTS FROM MILITARY SERVICE

Senator THOMAS of Oklahoma. As I understand it, General, there are not employed in making the preliminary surveys and examinations men who are available for service in the armed forces.

General REYBOLD. We are asking for no deferments from military service for the purpose of prosecuting this class of work.

Senator THOMAS of Oklahoma. Generally speaking, the men you do employ are men who would not be in the armed service even though you did not employ them?

General REYBOLD. That is correct.

NEED TO CARRY ON PLANNING WORK NOW

Senator OVERTON. These projects that have been authorized in the flood control bill, also to be authorized under the rivers and harbors bill and under the approval of the President, in order that you may proceed with the work. The preliminary examinations and surveys should be begun as promptly as possible, or they will lag for some time after the war is over, assuming the war will be over in a year and a half or 2 years, because there is first the preliminary examination and survey, after that there are public hearings on it that take some time, then it is taken up to the district engineer; the district engineer goes to his Board of Engineers for Rivers and Harbors, then it is reviewed in the War Department, the Bureau of the Budget, and so forth, and then, finally, the Congress has hearings on it and gets authorized. That takes 2 or 3 years as a rule, doesn't it?

General REYBOLD. Yes, sir; it is sometimes a slow-moving process.

Senator OVERTON. And a very thorough one.

General REYBOLD. Yes. It is slower now than it has ever been before because of the lack of manpower which the Senator has mentioned.

Senator OVERTON. So that if we want to get these preliminary examinations and surveys developed into authorized projects within the next—I will say 3 years—the sooner we begin the better?

General REYBOLD. That is correct.

AUTHORIZATION IN HIGHWAY ACT FOR PLANNING

Senator HAYDEN. Let me say for Senator Ferguson's benefit with reference to this item of \$2,000,000 Congress has already made available an authorization for \$50,000,000 of preliminary examination on highways, which should be of considerable interest to the people in Michigan.

Senator FERGUSON. Yes. I understand. I am not against the project at all. The thing I am concerned with is how can we get the civil service manpower in a project like this when we have the Army itself saying that we cannot make the munitions.

PUBLIC WORKS ADVANCE PLANNING

Senator HAYDEN. Those same questions were asked in connection with the highway program. There is another subcommittee sitting and Mayor Kelly, of Chicago, is testifying this morning on a budget estimate of \$75,000,000 for post-war public-works planning. In each instance the question was asked, "Where is the manpower to do this work?"

The answer is, so far as the engineers are concerned, they are engineers above the military age.

Senator FERGUSON. And are they military men?

Senator HAYDEN. No.

Senator FERGUSON. Civil-service men?

Senator HAYDEN. Yes; so far as these other agencies are concerned.

Senator FERGUSON. Then why can't they be out in our industrial plants producing munitions which are so critical at the present time? Why do we want to keep them on these projects?

Senator HAYDEN. They are not trained to produce munitions. They are trained to make preliminary examinations and surveys and final plans. The people that do this work are older men qualified by experience to do the work, but not suitable to work in factories.

QUESTION AS TO NUMBER TO BE EMPLOYED IN MAKING PRELIMINARY INVESTIGATIONS AND SURVEYS

Senator FERGUSON. That is just what we need. We need industrial engineers. We need engineers in many of our plants. What I would like to know is how many men, civil service men and Army men, we have assigned to this project to use \$2,000,000?

General REYBOLD. We will be able to furnish that information.

Senator GURNEY. If I may suggest, I would like to go a little further on that and have some comparative figures. This work has slowed down since the war started. You were actually doing a lot of construction work before the war started, so I think a comparative showing would contain more information of value to the committee, maybe, than just what you have at the moment.

General REYBOLD. The number of employees we had on this work prior to the present emergency, and what we have on it now?

Senator GURNEY. That is right, and if we could have along with it, the amount of money that was appropriated by Congress for that work in the several years. In other words, for instance, you

have 10,000 men in 1937 and in that year you had \$10,000,000, or whatever it was. Then each year in that way. I think that would be a help to us.

General REYBOLD. We would be able to work up such a statement, Senator. It may take a little time to do it, but we can get that information.

(The information requested appears on p. 75.)

IMPORTANCE OF HAVING PLANS READY

Senator THOMAS of Oklahoma. Further answering Senator Ferguson's suggestions, it occurs to me that this work is all-important in this particular: It is obvious when the war is over we are going to have a great many men coming back from the war fronts who will be looking for jobs.

Senator GURNEY. Not only after the war is over, we are getting 90,000 a month back now.

Senator THOMAS of Oklahoma. Well, it will increase, and then after the war is over it will be a flood. In addition to that, we will have many war workers who will be out of jobs.

I understand it is the policy of the people and the Government to have developments ready for construction so that in the event private industry does not offer work for all these people that we can if we so desire; so that we can advertise bids, let the contract, and begin constructing the projects, and have that program all ready. As I understand, it is necessary to have river-and-harbor plans and flood-control plans ready so that we can make quick advertising and quick letting of the work.

Now, that is the way it appeals to me.

IMPORTANCE OF HAVING ADEQUATE MANPOWER FOR THE MAKING OF MUNITIONS

Senator FERGUSON. I agree wholeheartedly with the idea, only we have a bill before us today where we are attempting to authorize the War Manpower Commission to make a survey even of the Army. It is claimed there is much hoarding of labor in the Army and under the civil service.

Now, what I want to know is this: Is this one of the projects where we can get manpower to make munitions? As I understand it, it is more important today to make munitions than it is even to draw plans for the future. That is why we have taken a different trend here recently, instead of looking so much to the future we have to take care of the present situation today, and I want to know whether this is one of the projects we can get some manpower out of. There was considerable talk about reconversion and post-war planning, and all of that, but it appears we have taken a different course and from what the Army tells us and the Navy tells us, it is necessary that we do that.

Senator OVERTON. I agree with you if it is going to take men away from war production I certainly would be against it.

Senator FERGUSON. Well, that is the reason I want to go into it. It may be we have a field here where we can get some manpower.

PART OF FUNDS USED FOR OPERATION OF CORPS OF ENGINEERS AS A GOING CONCERN

General REYBOLD. Senator, I might add that a certain amount of this class of funds is used to operate a going concern. For instance, the administration of all of our navigable streams is placed under the jurisdiction of the Corps of Engineers. Such matters as permits for bridges and structures of all kinds in our rivers and harbors have to be processed through the Corps of Engineers and they call for investigation and inspection. That takes place throughout the entire country, in addition to the preliminary examinations and surveys that are called for by items in the rivers and harbors bill and the flood-control bill, and by committee resolutions.

So that there must be on hand at all times in our Nation-wide set-up, a certain number of professional and clerical people to conduct the affairs of the Department, whether it be in war or in peace.

Senator GURNEY. In addition there is a lot of public work in protections from floods and what not, no matter whether it is war or peace.

General REYBOLD. And you will be surprised to know, gentlemen, the number of letters that reach our office from Members of the Senate and the House making inquiries about projects and proposed projects that call for reference to the field and at times actual field investigations, before we can make an intelligent reply.

There is a great volume of that class of work that is chargeable to contingencies. In this connection you will notice this subject is preliminary examinations, surveys, and contingencies.

Senator GURNEY. Right at this point, where we are on the subject, Congress passed a flood-control bill for the Missouri River Valley, an authorizing bill, and that is in my territory, I will admit, but nevertheless I believe that is very important planning. It underlines the very important planning that should be ready about the time the war is over. I have already directed a letter to General Reybold and also the Budget Bureau asking that they consider a supplemental estimate for whatever is necessary to do the proper planning each year between now and when the war is in prospect of being over, and I hope we can get some information on that before this hearing is over.

General REYBOLD. Mr. Chairman, may I suggest that I proceed, because I can see some of the Senators are taking up a subject I am coming to in a minute. My present subject is preliminary examinations, surveys, and contingencies, which is a separate subject from what we term advance planning which relates to projects which are already authorized by Congress for construction.

Senator THOMAS of Oklahoma. Yes. Please proceed.

General REYBOLD. My last remarks referred to examinations, surveys, and contingencies pertaining to rivers and harbors. I said the pending bill contains provisions for some 300 investigations, and it is estimated that an additional \$1,500,000 could be profitably expended during the fiscal year 1946 to carry out work on these studies. That is 3½ million dollars could be used for that class of work on rivers and harbors.

FLOOD CONTROL

PRELIMINARY EXAMINATIONS, SURVEYS, AND CONTINGENCIES

I now come to the same subject as related to flood control.

The pending appropriation for flood control includes the amount of \$2,000,000 for preliminary examinations, surveys, and contingencies for flood control. This amount will carry out only a limited portion of the survey program now on the books.

AMOUNT THAT WOULD BE NEEDED TO START PRELIMINARY EXAMINATIONS AND SURVEYS UNDER RECENT FLOOD CONTROL ACT

It does not provide anything for the forty-odd examinations and surveys authorized in the recent Flood Control Act which was approved on December 22, 1944. To carry forward this survey program at a moderate rate, including work on the surveys authorized in the recent act, would require a total amount of \$4,500,000 for the fiscal year 1946.

Senator THOMAS of Oklahoma. That would be 2½ million additional?

General REYBOLD. That is correct.

Now, let me proceed with the subject of advance planning which has to do with the design and preparation of plans and specifications for actually entering into contracts for construction.

ESTIMATES FOR ADDITIONAL AMOUNTS FOR PRELIMINARY EXAMINATIONS AND SURVEYS HAVE NOT BEEN SUBMITTED TO BUDGET BUREAU

Senator THOMAS of Oklahoma. General Reybold, has the Budget approved the additional amounts of 1½ million for rivers and harbors and 2½ million for flood control?

General REYBOLD. Under examinations, surveys, and contingencies?

Senator THOMAS of Oklahoma. Yes.

General REYBOLD. No; they have not. In neither case have we presented that matter to the Bureau of the Budget.

Senator THOMAS of Oklahoma. If the committee should recommend a million and a half additional for rivers and harbors for preliminary examinations and surveys, and two and one-half million for preliminary examinations and surveys for flood control, those two items would be over and above both recommendations in the 1946 estimates.

General REYBOLD. That is correct, sir.

Senator OVERTON. Personally, it is my recollection I requested the Bureau of the Budget to look into the matter and undertake to send down an estimate, but it will be necessary for them to contact you, General, before they undertake to prepare the estimate, I imagine.

General REYBOLD. Senator, I beg your pardon. I didn't understand your question.

Senator OVERTON. I said I think I talked to the Bureau of the Budget and told them how important it was that we should have an additional appropriation to cover these preliminary examinations and surveys in the approved Flood Control Act and also in the rivers and

harbors bill, which has been recently passed, as well as for the final plans on projects already authorized. I have had no response from them on the subject.

I think you, Senator Gurney, also made a similar request on the Missouri Valley.

Senator GURNEY. I made a written request and so far have had no reply. Should I receive one, I will place it in the record. (See p. 74).

Senator OVERTON. But they cannot undertake to make an estimate unless they first contact you.

General REYBOLD. Out of all fairness to the Budget Bureau, please understand that when we go before the Budget Bureau in connection with our civil works fund it is usually early in the fall of the year and that was true last year.

At that time we had no new flood-control act nor did we have a rivers and harbors bill that had passed both Houses of Congress. We now have both, which adds materially to the volume of work called for by Congress in these items comprising preliminary examinations and surveys.

Senator THOMAS of Oklahoma. Would you say, then, that your suggested increase in these two amounts was made in view of the fact that since you presented your budget request that the Congress has passed a river-and-harbor bill and a flood-control bill?

General REYBOLD. Yes, sir.

Senator THOMAS of Oklahoma. And these additional amounts are necessary in order to proceed with the implied authorization and directive of the Congress.

General REYBOLD. Yes, sir.

AMOUNTS FOR FISCAL YEAR 1946 FOR PRELIMINARY EXAMINATIONS AND SURVEYS

Senator FERGUSON. How much money are you putting in your present budget for that?

General REYBOLD. The present budget calls for \$2,000,000 each; \$2,000,000 under rivers and harbors and \$2,000,000 under flood control, and we are asking for \$1,500,000 additional under rivers and harbors and \$2,500,000 additional under flood control.

Senator THOMAS of Oklahoma. Then, to make the record perfectly clear, from my viewpoint, in order to do the things that the Congress has authorized you to do, and in effect directed you to do, it will be necessary to increase the first amount to 3½ million dollars and the second amount to 4½ million dollars.

General REYBOLD. Yes, sir.

Senator THOMAS of Oklahoma. All right. Proceed.

General REYBOLD. May I proceed, Mr. Chairman?

Senator THOMAS of Oklahoma. Yes.

RIVERS AND HARBORS

ADVANCE PLANNING

General REYBOLD. Under the subject of advance planning on rivers and harbors we have now a backlog of authorized river-and-harbor projects estimated to cost about \$170,000,000. Advance planning on these projects has been as nearly completed as is practicable at this time.

REQUEST TO BE MADE LATER FOR FUNDS TO CARRY ON ADVANCE PLANNING UNDER
RECENTLY PASSED RIVER-AND-HARBOR BILL

However, funds will be needed to plan the most urgent of the 292 projects estimated to cost about \$382,000,000 contained in the pending river-and-harbor bill, S. 35. In order that the projects may be ready for construction as soon as conditions permit, studies are being made at this time of the amount of funds needed for advance planning. It is planned to submit a supplemental estimate for such funds at an early date following final approval of the bill S. 35. Preliminary data indicate that about \$10,000,000 could be applied to this feature of work during the fiscal year 1946.

Senator THOMAS of Oklahoma. You are not asking for that appropriation for the present year?

General REYBOLD. No, sir. We will submit supplemental estimates as soon as S. 35 is approved by the President, but preliminary information indicates it is around \$10,000,000. We are having our field agencies investigate and report their estimated requirements.

FLOOD CONTROL

ADVANCE PLANNING

The appropriation for flood control contained in the pending bill includes an amount of \$2,000,000 for advance planning which will provide for progress on this work of a smaller scope than we are carrying during the present year.

AMOUNT REQUESTED OF BUDGET BUREAU FOR ADVANCE PLANNING UNDER LAST FLOOD
CONTROL ACT

This amount does not include any funds for advance planning for the new projects authorized in the Flood Control Act of December 1944. We have recently submitted to the Bureau of the Budget supplemental estimates in the total amount of \$10,000,000 to get the planning on these projects under way.

Mr. Chairman, that concludes my general statement.

Senator THOMAS of Oklahoma. That \$10,000,000 is additional to the \$2,000,000 we recommend appropriating for advance planning on the authorized flood-control works and authorized by the act?

General REYBOLD. Yes; we asked the Budget for \$2,000,000 to be made available for the current fiscal year and \$8,000,000 for 1946.

BACKLOG OF FLOOD-CONTROL PROJECTS ON WHICH CONSTRUCTION CAN START
WITH APPROPRIATION OF FUNDS

Senator THOMAS of Oklahoma. General Reyold, you referred to a very large sum that you had in mind for construction of river and harbor projects that are practically completed as far as surveys are concerned. Have you any figures to submit to the committee as to the amount of money to be necessary to proceed to construct the works that are called flood-control works?

General REYBOLD. Senator, I don't understand your question.

Senator THOMAS of Oklahoma. You mentioned a moment ago a hundred and seventy millions, or some similar figure.

General REYBOLD. That is the backlog of river and harbor projects that are now authorized and which we have already advance planned to the stage we could place them under contract almost immediately.

Senator THOMAS of Oklahoma. My question was, Have you a comparable list of backlogs under the flood-control heading?

General REYBOLD. Yes.

Senator THOMAS of Oklahoma. If so, I would like to know the amount of money that might be contemplated.

General REYBOLD. We have a figure for projects planned up to the end of December 1944, aggregating \$273,000,000, and, by June 30 of this current year, we will have a backlog planned so that we could let contracts aggregating \$580,000,000.

NO FUNDS REQUESTED TO START CONSTRUCTION ON BACKLOG OF PROJECTS

Senator THOMAS of Oklahoma. You are not asking for any of these funds to be carried in this bill at this time?

General REYBOLD. No construction funds.

Senator THOMAS of Oklahoma. That is my question.

ESTIMATED BACKLOG OF FLOOD-CONTROL PROJECTS BY JUNE 1946

General REYBOLD. I might say that with the additional funds we are asking, by December 31, 1945, we would have a backlog of \$780,000,000; carrying it on to June 1946, we would have a backlog of practically \$1,000,000,000, which is a very comfortable backlog for work to be undertaken after the cessation of hostilities.

FLOOD CONTROL, GENERAL

SUPPLEMENTAL ESTIMATE FOR ADVANCE PLANNING

Senator THOMAS of Oklahoma. I have before me a copy of a letter addressed to the President signed by the Director of the Bureau of the Budget under date of February 26, 1945, stating that the War Department, Civil Functions, Corps of Engineers, flood control items are as follows:

On page 698 of the Budget, column 2, increase the amount of the estimate for "Flood control, general," from "\$14,037,000" to "\$19,037,000" (increase) \$5,000,000.

Do you care to discuss that item and explain it and justify it? I will ask that the complete letter be placed in the record.

(The Budget estimate, which was subsequently received, is as follows:)

[S. Doc. No. 11, 79th Cong., 1st sess.]

COMMUNICATION FROM THE PRESIDENT OF THE UNITED STATES TRANSMITTING SUPPLEMENTAL ESTIMATE OF APPROPRIATION, FISCAL YEAR 1946, FOR THE WAR DEPARTMENT FOR FLOOD CONTROL IN THE FORM OF AN AMENDMENT TO THE BUDGET, AMOUNTING TO \$5,000,000

THE WHITE HOUSE,
Washington, February 28, 1945.

The PRESIDENT OF THE SENATE.

SIR: I have the honor to transmit herewith for the consideration of Congress a supplemental estimate of appropriation for the fiscal year 1946, in the amount of \$5,000,000, for the War Department for flood control, in the form of an amendment to the Budget for said fiscal year.

The details of this estimate, the necessity therefor, and the reason for its transmission at this time are set forth in the letter of the Director of the Bureau

of the Budget, transmitted herewith, in whose comments and observations thereon I concur.

Respectfully yours,

FRANKLIN D. ROOSEVELT.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D. C., February 26, 1945.

The PRESIDENT,
The White House.

SIR: I have the honor to submit herewith for your consideration a supplemental estimate of appropriation for the fiscal year 1946, in the amount of \$5,000,000, for the War Department, in the form of an amendment to the Budget for said fiscal year, to remain available until expended, as follows:

WAR DEPARTMENT—CIVIL FUNCTIONS

CORPS OF ENGINEERS

Flood control: On page 698 of the Budget, column 2, increase the amount of the estimate for "Flood control, general," from "\$14,037,000" to "\$19,037,000"----- (increase) -- \$5,000,000

These additional funds are required for continuing the planning of projects authorized by the Flood Control Act of December 22, 1944, which was approved subsequent to the determination of the amounts included for planning purposes in the 1946 Budget. The 1944 Flood Control Act authorized a number of projects for post-war construction and provided that the necessary plans and specifications may be prepared during the war period. A separate request for funds for initiating the advance planning program for these projects during the fiscal year 1945 has been submitted by separate communication of this date.

The foregoing supplemental estimate of appropriation is made necessary to meet a contingency which has arisen since submission of the Budget for the fiscal year 1946. I recommend that it be transmitted to Congress.

Very respectfully yours,

HAROLD D. SMITH,
Director of the Bureau of the Budget.

AMOUNT REQUESTED OF BUDGET BUREAU

General REYBOLD. I assume that would increase our 1946 budget as presented to the committee by \$5,000,000. That is in response to the communication which the Secretary of War addressed to the Bureau of the Budget under date of January 13, asking for \$8,000,000. The budget authorized \$5,000,000 instead of \$8,000,000 as requested for 1946.

PURPOSE OF SUPPLEMENTAL ESTIMATE

Senator FERGUSON. What is the request for, General? What is the eight millions for?

General REYBOLD. That was for advance planning on projects authorized in the Flood Control Act of December 1944.

Senator FERGUSON. Well, that is the bill that has not been signed yet.

General REYBOLD. No, sir; the Flood Control Act has been signed. The river and harbor bill, passed by both the Senate and the House, reached the White House this morning, I was told. It has not yet been signed by the President.

Senator OVERTON. I don't understand this on page 7 of the bill which reads as follows:

For the construction and maintenance of certain public works on rivers and harbors for flood control and for other purposes, in accordance with the pro-

visions of the Flood Control Act, approved June 22, 1936, as amended and supplemented including printing and binding, newspapers, law books, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation and for the purpose in the fiscal year 1946 of not to exceed 40 motor-propelled passenger-carrying vehicles and one motor boat, and for preliminary examinations, surveys and contingencies in connection with the flood control, \$14,037,000.

Now, that \$14,037,000; that is the item that I understand the Bureau of the Budget suggested be increased from \$14,037,000 to \$19,037,000.

General REYBOLD. Senator, the contents of the letter to which the chairman referred would explain that, I believe.

Senator OVERTON. The language further reads:

Provided further, That funds appropriated herein may be used to execute detailed surveys and prepare plans and specifications necessary for the construction of flood-control projects heretofore authorized.

It comes under that, does it?

General REYBOLD. I believe that letter, if I may explain, is a recommendation from the Bureau of the Budget, for \$5,000,000 of the \$8,000,000 supplemental estimate for advance planning in 1946 which we submitted to the Bureau of the Budget.

Senator GURNEY. Yes. You didn't know that until you came to the meeting this morning?

General REYBOLD. That is correct, sir. They have apparently cut our request from \$8,000,000 to \$5,000,000.

QUESTION AS TO AVAILABILITY OF MANPOWER TO DO ADDITIONAL ADVANCE PLANNING

Senator FERGUSON. Do you anticipate you will have the manpower to use that five millions?

General REYBOLD. Yes, sir.

Senator FERGUSON. I take it the Army doesn't anticipate any shortage of manpower as far as this kind of a project is concerned?

General REYBOLD. No, sir. We have no shortage. As I say, we may have to work along on a much slower speed than we would like to. When it comes to advance planning, design, and preparation of plans and specifications, in many instances we are able to supplement our civil-service employees by engineering concerns to do that class of work.

Senator FERGUSON. Where do they get the manpower? We are talking about putting ceilings on this kind of project, engineering firms not directly concerned with the war.

General REYBOLD. I cannot answer where they get the people. I know they visit our office looking for work quite frequently.

Senator FERGUSON. Is much of this work subcontracted out—the Army doesn't do it itself by civil-service employees, but lets it out to contractors who do the work?

General REYBOLD. It is our policy, when it comes to construction, to contract all work.

Senator FERGUSON. I am not talking about construction. I am talking about planning and designing.

General REYBOLD. Yes, sir. We have designing engineers in most of our districts. Some of them are organized much better than others for doing that class of work. At the same time, we do call in con-

sultants to work with our people, and at times have turned over the entire design of a structure to an engineering firm.

HOW WORK WOULD BE LET TO ENGINEERING FIRMS

Senator FERGUSON. Would those contracts be on a cost-plus basis, or would they be fixed-fee contracts on this planning and designing?

General REYBOLD. We would probably call in three or four good reliable concerns and negotiate for a lump-sum quotation, Senator.

Senator FERGUSON. That is what I wanted to get at.

General ROBINS. We would call them in one at a time. In other words, we don't let them all compete and bid on engineering services. We take the firms we believe best suited and call them in. If we can negotiate a price with them that is reasonable, we take that firm. If they won't come down to what we think is reasonable, we go to the next best firm.

Senator FERGUSON. But much of your work would not be done by the Army itself or its civil-service employees, but would be done by contracting firms?

General ROBINS. Yes; we propose to use all the engineering firms that we can get hold of.

COST-PLUS AND FIXED-FEE CONTRACTS

Senator THOMAS of Oklahoma. General Reybold, I think I understand the difference between a cost-plus contract and a fixed-fee contract, but the public cannot understand it. I want to see if I am correct.

A cost-plus contract is a contract that is let, say, for a million dollars, with the contractor receiving 10 percent for his services. This is only an illustration.

A cost-plus-fixed-fee contract is a contract let for a million dollars with a contractor having, say, 3 percent of that sum guaranteed without regard to what the contract costs when it is completed.

General REYBOLD. That is correct.

Senator THOMAS of Oklahoma. It might be less or might be more, but his fee is fixed in the preliminary contract at a certain figure. That is known as the cost-plus-fixed-fee contract?

General REYBOLD. That is correct, sir.

Senator THOMAS of Oklahoma. The public apparently cannot understand the difference and the public are against both of these—apparently they are against the cost-plus contract and they are against the cost-plus-fixed-fee contract. When I say the public, I mean a great number of people I have been in contact with. I further understand that because of objection to the cost-plus contract and the cost-plus-fixed-fee contract that the departments of the Government are favorable to the bidding program—advertising the bid and letting the best low bidder get the job. Is that correct in your Department?

USE OF COST-PLUS-FIXED-FEE CONTRACTS BY CORPS OF ENGINEERS

General REYBOLD. Yes, sir. Let me explain it. There is no such thing as a cost-plus contract by any such name in our Department.

We do have cost-plus-fixed-fee contracts. We have been able to develop through the years a curve of fees that should apply to a certain class of work and a certain volume of work. We try to get away from that type of contract, Senator, in all of our work as much as possible, but in order to expedite the war effort, and to help us in our construction program, we are very thankful to the Congress for what they have done in permitting us to retain the use of the cost-plus-fixed-fee contract.

HOW QUOTATIONS ARE CALLED FOR FROM ENGINEERING FIRMS

But whenever possible and when we have ample time to design and prepare plans and specifications, we call in a group of reliable contractors and ask them, as General Robins referred to a moment ago, to submit us a quotation. Here are the plans and specifications, please submit us a quotation by such and such a day. We select a limited number of reliable contractors, any one of whom could do the job and do it properly for us. They give us quotations and we give the job to the one who gives us the lowest quotation. We then sit down and negotiate what is called a lump-sum contract with him. He has to agree to do this for so much on a lump-sum basis.

USE OF COST-PLUS-FIXED-FEE CONTRACTS

The advantage of a cost-plus-fixed-fee contract—and I can give you plenty of examples over the past 4 months when we were called upon to expand the capacity of many of our munitions plants—is the speed with which we can start work. In those cases we were able in most instances to get contractors who could begin work at once rather than to attempt to design and specify the work in its entirety and ask for lump-sum bids which might delay us for 2 or 3 months.

So, the cost-plus-fixed-fee authority we have now should remain on the books as long as this war lasts.

Senator FERGUSON. General, I don't agree with you. I had a bill in the last Congress and intend to put one in this Congress to abolish them. As a member of the Mead committee, I think we have demonstrated and found it is a very bad practice. I just wanted the record to show that.

Senator REED. I would like the record to show my disagreement with the general, too. I have not been a member of the Mead committee, but I have paid considerable attention to costs of production, and I think that this present method has been very wasteful, very extravagant, and would be justifiable only in emergencies.

Senator FERGUSON. Yes. Rare cases.

Senator REED. Rare cases where you had an emergency and didn't have time to negotiate a proper contract.

General REYBOLD. Are you talking about supply contracts or construction contracts?

Senator REED. Supply contracts.

General REYBOLD. I am not talking about that. I am talking about construction entirely.

Senator REED. I would think it would apply equally to construction, and even more so. It is a very bad practice.

Senator THOMAS of Oklahoma. As I understand it, you don't resort to cost-plus-fixed-fee contracts except in cases of emergency.

General REYBOLD. Never.

Senator THOMAS of Oklahoma. But you hold this war is the greatest emergency that ever confronted not only America, but the world?

General REYBOLD. It is as far as I am concerned.

Senator FERGUSON. Yes; but that doesn't say in all cases the emergency is such as to compel the letting of a cost-plus-fixed-fee contract. We have discovered how many billions have been wasted, absolutely wasted, on these cost-plus-fixed-fee contracts.

General REYBOLD. Are you referring to construction contracts?

Senator FERGUSON. Yes; look at the Pentagon Building. Just take the Pentagon Building.

General REYBOLD. Well, we don't think we wasted anything.

Senator FERGUSON. Well, the public does.

Senator REED. We do, anyhow.

Senator THOMAS of Oklahoma. That seems to bring up an issue.

Senator FERGUSON. I didn't want the record to go without my protest on it.

Senator THOMAS of Oklahoma. I am not prepared to say that there should not be the best business exercised to prosecute this war from beginning to end, yet I hold it is more important to get this war over even though we do spend more money than we should, even though we make mistakes in prosecuting the war. I know they have spent vast sums of money building airfields in new territory, and then developments come that go around the airfields and from then on they don't need them. There is an airfield that has been paid for and never been used properly. I understand there are cases of that kind.

Senator FERGUSON. Oh, yes; that is debatable, but let us take the Canol project and the highway in Canada. If we wanted to go into that we could point out specifically where they have just absolutely wasted money. No judgment at all. No preliminary survey to see whether it is practical. They are going to close it down now. They know it is not practical. They came in last year and asked for \$14,000,000 just for repairs on it.

Senator THOMAS of Oklahoma. Which project?

Senator FERGUSON. The Canol project.

Senator THOMAS of Oklahoma. I think that the record should show that was never presented to Congress.

Senator FERGUSON. By the engineers.

General REYBOLD. We built it, Senator, as an emergency war measure.

Senator FERGUSON. Yes; I could go into many things. For instance, we have asked you now to furnish us a statement of how many soldiers you used to get a road from Fort Nelson to Simpson through the wilderness up there in the wintertime in connection with the Canol project. I don't want to bring them up now. It is a big field and this is not the proper committee, but I didn't want the record to pass without my protest on it.

Senator GURNEY. I think the record should show that before the Canol project was started there was representation here before this

committee which gave the full Appropriations Committee notice that it was going to be built.

Senator FERGUSON. About 25,000,000 asked, I think.

Senator GURNEY. And how it was going to be built, and there was a statement by the highest ranking generals in the Army, in addition to the Army Engineer Corps, as to the necessity for it. It was right at the time that the Japs were in the Aleutian Islands area. There was a statement that we had to assure ourselves of a supply up there and the highest ranking general said, "The cost doesn't matter. I have got to have it."

I remember very well that statement.

Senator FERGUSON. Well, they asked for about \$25,000,000 in the first appropriation and they spent well over 135 millions.

Senator THOMAS of Oklahoma. General Reybold, will you please turn to the hearings before the House committee. There must be a copy there before you.

General REYBOLD. Yes, sir.

FLOOD CONTROL, GENERAL

TENTATIVE ALLOCATION OF 1946 FUNDS FOR PREPARATION OF DETAILED PLANS AND SPECIFICATIONS IN ARKANSAS RIVER BASIN

(See p. 40)

Senator THOMAS of Oklahoma. And turn to page 48. I wish to call Senator Reed's attention to a question I am going to ask. It affects Kansas primarily, but also Oklahoma, and I think more fundamentally. About the middle of the page on page 48 under the Arkansas River Basin, I quote, you asked for a Hutchinson, Kans., project that probably will cost \$1,050,000, on which there has been \$60,000 previously allotted, and in addition to that there is a request for \$60,000 to be used in "tentative allocation." I presume that means for preliminary surveys—or complete surveys—I am not sure which. That is not the point. Underneath that there is Wichita and Valley Center, Kans., Toronto Reservoir, Kans., and Fall River Reservoir, Kans. Now, are those levees or are they reservoirs?

General REYBOLD. There are both levees and reservoirs included in that group of projects.

Senator REED. Hutchinson is a levee. Toronto is a reservoir. Fall River is a reservoir so far as flood control is concerned.

Senator THOMAS of Oklahoma. What rivers are they on?

Senator REED. Hutchinson and Wichita are on the Arkansas River. Toronto is on the Verdigris River and Fall River is on the Fall River which is a tributary to it.

Senator THOMAS of Oklahoma. The Verdigris River comes down through Oklahoma.

Senator REED. That is correct.

General REYBOLD. The other two are local protection projects. They include levees and channel clearing.

Senator REED. Wichita and Hutchinson were among twenty-odd communities in Kansas, named, I think, in the bill of 1936, who were required to make local contributions, and only about 3 out of that 20 or 30 communities came forward with a local contribution. Wichita and Hutchinson did not come forward with their local contribution. If

my memory is correct, and I think it is, both of these, Hutchinson and Wichita, are projects that require a local contribution.

General REYBOLD. That is right, Senator.

Senator REED. Wichita, at least, is preparing now to raise its share of the money. There were some people down talking to me the other day about other things, but they didn't mention this, so I don't know.

Senator THOMAS of Oklahoma. And these waters all come down through Oklahoma from each of those four projects, as I understand it.

Now, as I understand this table, it gives a break-down of the \$2,000,000 that the bill carries at the present time; is that correct?

General REYBOLD. That is correct.

BREAK-DOWN OF ADDITIONAL AMOUNT NEEDED IN FISCAL YEAR 1946 FOR
FLOOD CONTROL PRELIMINARY EXAMINATIONS AND SURVEYS

Senator THOMAS of Oklahoma. Now, in the event the bill should carry an additional 2½ million for flood-control projects, are you prepared to prepare and give us at a later date for the record, break-downs of how that 2½ million dollars will be expended?

General REYBOLD. Yes.

Senator THOMAS of Oklahoma. Will you do that?

General REYBOLD. I will be glad to do that, Senator.

(The information requested follows:)

PRELIMINARY EXAMINATIONS AND SURVEYS FOR FLOOD CONTROL WHICH CAN BE
UNDERTAKEN DURING THE FISCAL YEAR 1946 WITHIN THE AMOUNT OF \$2,500,000
IN ADDITION TO THE ESTIMATE OF \$2,000,000 UNDER THIS HEADING CONTAINED
IN THE WAR DEPARTMENT CIVIL APPROPRIATION BILL FOR THE FISCAL YEAR 1946
AS PASSED BY THE HOUSE OF REPRESENTATIVES

Arkansas River and tributaries, for flood control and bank erosion protection of agricultural lands at and in vicinity of Hannaberry Lake area of Farely Lake levee district, Arkansas.

Absecon Island, N. J., with a view to the protection of Atlantic City, Ventnor, Margate City, Longport, and other areas on the New Jersey coast that have been affected from floods due to tide and wind.

Apple River, Jo Daviess County, Ill.

Arkansas River above Pine Bluff, Ark., with special reference to control of caving banks in the vicinity of Hensley Bar and the McFadden Place, in Jefferson County, Ark.

Buffalo, Cazenovia, and Cayuga Creeks, N. Y., water supply for Lockport and other communities in combination with flood-control and other purposes.

Buffalo River, Minn.

Big Canyon on Washita River in Murray County, Okla.

Bayamon and Hondo Rivers and their tributaries, municipality of Bayamon, P. R.

Crow River, South Fork, Minn.

Chikaskia River, Okla. and Kans.

Cattaraugus Creek, N. Y., for flood control at and in vicinity of Gowanda, N. Y.

Chipola River, Ala. and Fla.

Clear Fork of the Mohican River, in Richland County, Ohio.

Choctawhatchee River, Fla.

Corte Madera Creek, Marin County, Calif.

Deep Red Run in Tillman County, Okla.; Big Elk Creek, Little Elk Creek, Salt Fork, Elm Creek, Saddle Mountain, Turkey Creek, Okla.

Elkhorn River and its tributaries, Nebraska.

Genesee River, N. Y., for flood control along main stem, and Dyke Creek at and in vicinity of Wellsville, Allegany County, N. Y.

Grand River, S. Dak.

Hocking River in Hocking County, Ohio.
 Indian Creek, Ind.
 Jones Creek and vicinity, Texas.
 Juniata River and tributaries, Pennsylvania, with special reference to the proposed Raystown Reservoir.
 Lamine and Blackwater Rivers, Mo.
 L'Angnille River, Ark.
 Leatherwood Creek, in the interests of flood control and water supply for Cambridge, Ohio.
 Mississippi River, flood protection between mouth of Kaskaskia River and the Fort Chartres and Ivy Landing drainage and levee district, particularly at Prairie du Rocher, Randolph County, Ill.
 Mississippi River, flood control above mouth of the Missouri River.
 Marsh River, Minn.
 Middle River, Minn.
 Mississippi River and its tributaries, in the county of Aitkin, Minn.
 Maumee River, Ind. and Ohio.
 Moreau River, S. Dak.
 Napa River, Calif.
 Oklawaha River and its tributaries, Florida, and of adjacent areas in Alachua and Marion Counties, Fla.
 Osage River, Mo. and Kans.
 Perry Creek, Iowa.
 Pasquotank River, N. C.
 Rehoboth Beach, Bethany Beach, Lewes, and Fenwick Island, Del., and other points along the Delaware coast, with a view to providing protection against damage resulting from erosion and from floods due to wind and tide.
 Red Lake River, Minn.
 Roseau River, Minn.
 Reno Beach, Lucas County, Ohio, with a view to protection of the Reno Beach-Howards Farm area and adjacent areas from floods caused by frequent windstorms and from increases in the lake level of Lake Erie.
 Streams and bayous in southwest Louisiana, west of the West Atchafalaya Basin protection levee, and south of the latitude of Boyce; on all streams and bayous in Louisiana lying between the East Atchafalaya Basin protection levee and the Mississippi River; and on Amite River and tributaries, Louisiana.
 Scajaquada Creek and its tributaries, New York.
 Susquehanna River in the vicinity of Endicott, Johnson City, and Vestal, N. Y.
 Sand Hill River, Minn.
 Snake River, Minn.
 San Rafael Creek and its tributaries, California.
 Tamarac River, Minn.
 Two Rivers, Minn.
 Wacassassa River and its tributaries, Florida, and of adjacent areas in Gilchrist and Levy Counties, Fla.
 Wild Rice River, Minn.
 Warroad River and Bull Dog Creek, Minn.
 Yellow Medicine Creek, Minn.
 Youghiogheny River Basin, Pa. and Md.

BREAK-DOWN OF ADDITIONAL AMOUNT NEEDED IN FISCAL YEAR 1946 FOR
 RIVER AND HARBOR PRELIMINARY INVESTIGATIONS AND SURVEYS

Senator THOMAS of Oklahoma. Second, with respect to rivers and harbors, will you give us a break-down of the million and a half that is added for river and harbor projects?

General REYNOLD. Yes. The \$1,500,000 will be applied to work during the fiscal year 1946 on the following investigations included in the river and harbor bill, S. 35:

The information requested follows:

PRELIMINARY EXAMINATIONS AND SURVEYS INCLUDED IN PENDING RIVER AND HARBOR
 BILL, S. 35

Beals Harbor, Maine.
 Blue Hill Harbor, Maine.

Macks Point, Searsport, Maine, with a view to the construction of a harbor.
 Searboro River, Maine, between Prouts Neck and Pine Point.
 Bunganuc Creek, Maquoite Bay, Maine.
 Cathance River, Maine.
 Winterport Harbor, Maine.
 Boothbay Harbor, Maine, particularly the Mill Cove area.
 Cundys Harbor, Maine.
 Wood Island Harbor, Maine, and the pool at Biddeford.
 For a continuous waterway between Portland, Maine, and Boston, Mass., inland where possible.

Waterway from Plum Island Sound to the Annisquam River, Essex County, Mass.

Ipswich River, Plum Island Sound and Fox Creek, Mass.

Mattapoisett, Mass.

Channel from Buzzards Bay to Buttermilk Bay, Mass.

Fall River Harbor, Mass.

Mystic River, Mass.

Falmouth Harbor, Mass.

Channel to Hog Island, Hingham Bay, Mass.

New Bedford and Fairhaven Harbors and the Acushnet River, Mass., particularly with a view to provide greater depth in the eastern portion of the anchorage basin and for the improvement of navigation, flood control, and related purposes.

Eightmile River, Conn.

Moriches Inlet, N. Y.

Centerport Harbor, Long Island, N. Y.

Shinnecock Inlet, Long Island, N. Y.

Peconic River, Long Island, N. Y.

At Smithtown, Long Island, N. Y.

The southern coast of Long Island, from the New York City line to Montauk Point, N. Y., with a view to the protection and improvement of the beaches along said coast, such examination and survey to be made under the provisions of section 2 of the River and Harbor Act approved July 3, 1930, and the act entitled "An act for the improvement and protection of the beaches along the shores of the United States," approved June 26, 1936.

Nissequogue River, N. Y.

Saint James Harbor, N. Y.

Fire Island Inlet, N. Y.

Saw Mill River, N. Y.

Bronx River, N. Y.

Westchester Creek, N. Y.

Hutchinson River, N. Y.

Steinway Creek, Astoria, N. Y.

Champlain Canal, N. Y., with a view to its improvement without taking title to said canal and its appurtenances.

Hudson River, N. Y., from Albany to New York City.

Hudson River, at or near North Germantown, Columbia County, N. Y.

Hudson River at the mouth of Endikill Creek, N. Y., with a view to constructing a small boat-anchorage basin.

Mohawk River, N. Y.

Arthur Kill, N. Y. and N. J., between a point 1,000 feet north of the mouth of Smiths Creek and a point 1,000 feet south of Buckwheat Island.

Hackensack River, N. J.

Sandy Hook Bay, N. J., with a view to providing a channel to, and navigation improvements at, Leonardo.

Coast of New Jersey, from Sandy Hook to Cape May, with a view to the improvement and protection of the beaches along said coast, such examination and survey to be made under the provisions of section 2 of the River and Harbor Act, approved July 3, 1930, and the act entitled "An act for the improvement and protection of the beaches along the shores of the United States," approved June 26, 1936.

Salem River, Salem County, N. J.

Fishing Creek, Cumberland County, N. J.

Chesapeake River, N. J.

Schuylkill River, Pa., particularly with a view to providing a deeper channel.

Schuylkill River, Pa., to determine whether navigation conditions may be improved, and if the increasing cost of maintenance due to silting in the channels of the Schuylkill and Delaware Rivers may be lessened, and flood heights

controlled, by the construction of impounding and settling reservoirs to prevent the encroachment of mining wastes.

Misphillion River, Del., up to Milford.

Waterway from Indian River Inlet to Rehoboth Bay, Del.

Ocean City Harbor and Inlet, and Sinepuxent Bay, Md.

Marumisco Creek, lower Somerset County, Md.

Websters Cove, Somerset County, Md., with a view to constructing a jetty in the project channel.

Twitch Cove and Big Thoroughfare River, Md., with a view to the construction of a boat basin at Ewell.

Pocomoke River, Md., from Old Rock Buoy to Williams Point.

Crisfield Harbor, Md.

Taylor's Landing, Worcester County, Md.

Channel from Charlestown, Northeast River, Md., to Havre de Grace.

Channel from Havre de Grace, Md., to Red Point, via Stump Point and Carpenter Point.

Bear Creek and Lynch Cove, Md.

Deep Creek and Fresh Water Pond, Md.

Honga River and Tar Bay, including channel into and harbor in Back Creek, Hooper Island, Md.

Channel in Honga River to the plant of White & Nelson, Hoopersville, Md.

Harbor at Public Landing, Worcester County, Md.

Cambridge Harbor, Md.

Rockhall Harbor, Md.

Ross Cove (Magothy River), Md.

Coxes Creek, tributary of Stony Creek, Md.

Channels to Lake Ogleton and Walnut Lake, Anne Arundel County, Md.

Walnut Creek, Anne Arundel County, Md., lying between Bay Ridge and Arundel-on-the-Bay.

Channel from Kent Island Narrows to Well Cove, Chester River, Md.

Port Tobacco Creek, Md.

Hellens Creek, Calvert County, Md.

Channel from Rhodes Point to Tylerton, Somerset County, Md.

St. Patricks Creek, Md.

Big Kingston Creek, St. Marys County, Md.

Tanners Creek, St. Marys County, Md.

Parkers Creek, Calvert County, Md.

Chester River Channel, Md.

Nanticoke River, Bivalve, Wicomico County, Md., with a view to providing a harbor for small boats.

Governors Run, Calvert County, Md., with a view to providing a harbor for small boats.

Channel between Ramsey Bay and Chesapeake Bay, and other measures for the prevention of damage from erosion near the mouth of South River, Anne Arundel County, Md.

Area where Neale Creek, Md., empties into the Potomac River, with a view to removing the sand bar and providing a safe harbor.

Potomac and Anacostia Rivers and adjacent waters in and near the District of Columbia, with a view to attaining a comprehensive and coordinated improvement and development of such waters and their shores. In determining the recommendations to be made with respect to such improvement and development, consultations shall be had with, and consideration given to the recommendations of, the National Capital Park and Planning Commission and the Commissioners of the District of Columbia.

Potomac River and tributaries at and below Washington, D. C., with a view to elimination of the water chestnut.

Potomac River at and near Washington, D. C..

Potomac and Anacostia Rivers at and near Washington, D. C., with a view to providing a municipal sailing base.

Farnham Creek, Richmond County, Va.

Southwest side of Rappahannock River, in vicinity of Bowlers wharf, Essex County, Va., to secure harbor of refuge and connecting channels.

Finneys Creek, Accomac County, Va., and the channel connecting said creek with Wachapreague Inlet and the Atlantic Ocean.

Jackson Creek, Westmoreland County, Va.

Bonum Creek, Westmoreland County, Va.

Kings Creek, Northampton County, Va.
 Bransons Cove, lower Machodoc River, Va.
 Taskmers Creek, Northumberland County, Va.
 Davis Creek, Mathews County, Va.
 Dyer Creek, Mathews County, Va.
 Deep Creek, Accomac County, Va.
 Browns Bay, Gloucester County, Va., and the channel connecting said bay with Mobjack Bay.
 Parrotts Creek, Middlesex County, Va.
 The Hague (Smith Creek), Va.
 Southern Branch of Elizabeth River, Norfolk Harbor, Va.
 Chuckatuck Creek, Nansemond and Isle of Wight Counties, Va.
 Little Creek, Princess Anne County, Va.
 Lynnhaven Inlet and Bay and connecting waters, Virginia, with a view to preparing a plan of improvement and estimate of cost, particularly to prevent shoaling, in the interest of shellfish production and navigation.
 Inland waterway from Norfolk, Va., to Beaufort, N. C., with a view to providing a side channel 12 feet deep through Pasquotank River and Albermarle Sound to Elizabeth City.
 Channel from the Thoroughfare to Albemarle Sound, N. C., either by way of lower Cashie River, Middle River, and Bachelors Bay, or by way of any other route.
 Purviance Creek, New Hanover County, N. C.
 Little Pee Dee River, S. C., from junction of the Lumber River to the Great Pee Dee River, with a view to removing logs, debris, and other obstructions.
 Santee-Congaree Buckingham landing site, South Carolina.
 Jeffreys Creek, Florence County, S. C.
 Murrels Inlet, S. C.
 Cooper River, S. C., from Charleston Harbor to the Pinopolis power plant.
 Channel from the ocean through St. Helena Sound or through Port Royal Sound to Beaufort, S. C.
 North River, Ga.
 St. Marys River, Ga. and Fla.
 St. Johns River, Fla., Palatka to Lake Harney.
 Intracoastal Waterway from Jacksonville to Miami, Fla., with a view to providing an auxiliary side channel from the Intracoastal Waterway near Titusville through, and easterly of, Merritt Island via Banana Creek and River, to or near Eau Gallie, Fla.
 Side channels, or spur channels, leading from the Intracoastal Waterway from Jacksonville to Miami, Fla., to, and turning basins or harbors at, the various communities on or near the banks of said waterway, having particular reference to providing such improvements to and at Titusville, Flagler Beach, New Smyrna, Fort Pierce, and to the Lighthouse Service depot at Taylor Creek, adjacent to Fort Pierce Harbor.
 St. Augustine Harbor and vicinity, Florida.
 Kissimmee River, Fla.
 Jupiter Inlet, Fla.
 Oklawaha River, Fla., from Lake Apopka through Lake Dora to Lake Eustis and adjoining waterway.
 Oklawaha River, Fla., from Lake Eustis to Lake Griffin, and thence from Lake Griffin to Silver Springs Ruu.
 Oklawaha River and its tributaries, Florida, with a view to improvement in the interest of navigation, flood control, and related purposes.
 For a system of interlocking open-river and canalized channels having a depth of 12 feet, and of suitable width, to be constructed through rivers and lakes, and by land cuts, as follows: From Palatka, Fla., to the Indian River at Sebastian, Melbourne, Eau Gallie, Cocoa, or such other locality as may be found most suitable; from Titusville westerly to the St. Johns River, thence to Lake Tohopekaliga; from Lake Tohopekaliga to Leesburg, on Lake Harris; from Lake Harris to the St. Johns River near Dexter Lake or alternately from Lake Harris to the Wekiwa River, thence to the St. Johns River; and from Lake Tohopekaliga via the Kissimmee River and Lake Okeechobee to a connection with the Okeechobee Cross-Florida Channel; all with a view to improvement in the interest of navigation, flood control, and water conservation.
 Orange Lake Basin, Fla.

Wacassassa River and its tributaries, Florida, with a view to improvement in the interest of navigation, flood control, and related purposes.

Channel and harbor at Everglades, Collier County, Fla.

Bikers Haulever Inlet, Fla.

Waterway from packing house and railroad terminal at Belle Glade, Fla., to Lake Okeechobee and to the Intracoastal Waterway through the Hillsboro and West Palm Beach canals.

Place River, Fla.

Channel to Pahokee, on Lake Okeechobee, Fla.

Lake Okeechobee and its tributary streams, Florida, with a view to removing the water-hyacinth.

Fisheating Creek, Fla.

Channel from bridge at Bradenton, Fla., to deep water in Gulf of Mexico (Tampa Bay).

Channel from Tampa Bay to Safety Harbor, Fla.

Channel from Old Tampa Bay to Oldsmar, Fla.

Channel leading from Tampa Bay Channel directly north to the vicinity of Maximo Point near St. Petersburg, Fla.

Channel leading from Tampa Bay Channel directly north to the vicinity of Mullet Key and with a view to providing a protected harbor and turning basin.

St. Petersburg Harbor, Fla., to provide for a channel up to the depth of 30 feet from the main Tampa Bay ship channel past the port of St. Petersburg in front of the recreation pier.

Hillsboro Inlet, Fla., in the vicinity of Pompano.

Channels through Big Pass and Little Pass, from Clearwater Bay, Fla., to deep water in the Gulf of Mexico.

Sarasota Bay, Fla.: Channel from Caseys Pass (Venice Inlet), through Dona Bay to the bridge on the United States Highway No. 41, including a turning basin at the eastern terminus of the channel.

Hudson River, Fla.

Suwannee River, Ga. and Fla., with a view to improvement in the interest of navigation and flood control.

Channel from the deep water in St. Joseph Sound to, and turning basin at, Ozona, Fla.

Chassahowitska River, Fla.

Crystal River, Fla.

Channel, turning basin, and improvements at Horseshoe, Dixie County, Fla.

Sante Fe River, from bridge on Federal Highway No. 41, near High Springs, to the Suwannee River, and from this bridge upstream to Camp Blanding, Kingsley Lake, Fla.

Waterways from Camp Blanding, Kingsley Lake, Fla., via Black Creek to St. Johns River, and (or) via Black Creek and Doctors Inlet to St. Johns River.

Gulf Intracoastal Waterway, to determine if existing project should be modified by constructing the waterway from Carrabelle, Fla., to Lanark, thence to Turkey Point, Alligator Harbor, Tide Creek, and Panacea.

Canal from St. Marks to Tallahassee, Fla.

Chipola River, Ala. and Fla., with a view to its improvement in the interest of navigation, flood control, power, and other related purposes.

Waterway from the Intracoastal Waterway south across Santa Rosa Island, Fla., to a point at or near Deer Point Light.

La Grange Bayou, Fla.

St. Josephs Bay, Fla.

Aucilla River, Fla.

East Pass from the Gulf of Mexico into Choctawatchee Bay, Fla.

Bayou Texar, Fla.

Pensacola Harbor, Fla.

Entrance to Perdido Bay, Ala. and Fla., from the Gulf of Mexico to deep water in Perdido Bay, via the most practicable route.

Columbus, Ga., to Pensacola, Fla.: Waterway via Chattahoochee, Conecuh, and Escambia Rivers.

Waterway from the Escambia River to the Alabama River, Fla. and Ala.

Tombigbee River, Ala. and Miss., and canal connecting the Tombigbee and Tennessee Rivers.

Tennessee, Tombigbee, and Mobile Rivers, with a view to securing a through waterway of 12 feet depth and suitable width between the Ohio River and the Gulf of Mexico.

Fly Creek, Fairhope, Ala.

Channel 40 feet deep, to serve as a deepwater outlet to the Gulf of Mexico from the harbors of Mobile, Ala., and Pascagoula, Biloxi, and Gulfport, Miss.

Pearl River, in the interest of flood control in Pearl River, Marion, Hinds, and Lawrence Counties, Miss.

Grand Bayou Pass, La., from the Gulf of Mexico to Buras and Empire.

Bayou Schofield, La., from the Gulf of Mexico to Buras and Empire.

Ship canal to extend from the Mississippi River at a point at or near the city of New Orleans, La., to the Gulf of Mexico, by way of the best available route or routes.

Barge channel in vicinity of Baton Rouge, La., extending from the Mississippi River through Devils Swamp or along its eastern edge.

Grand Bayou, connecting Bayou Boeuf and Bayou Chevreuil, La.

Barataria Bay and connecting channels, Louisiana, to provide a continuous waterway from the Gulf of Mexico to the Intracoastal Waterway.

Bayou Boeuf, La Fourche Parish, La.

Lake Pontchartrain, La., with a view to the construction of a seaplane base in the vicinity of New Orleans and with a view to the protection of the shore line and repairs to the existing protective works on Lake Pontchartrain at Mandeville, La.

For flood control, irrigation, navigation, and drainage, and for the prevention of stream pollution and salt-water intrusion, on all streams and bayous in south-west Louisiana, west of the West Atchafalaya Basin protection levee, and south of the latitude of Boyce; on all streams and bayous in Louisiana lying between the East Atchafalaya Basin protection levee and the Mississippi River; and on Amite and Tangipahoa Rivers and tributaries, Louisiana.

Mermentau River, La., from Grand Chenier to the Gulf.

Bell City drainage canal, Louisiana.

Bayou La Fourche, La., from the Gulf of Mexico to Leeville or to Golden Meadow.

Bayou La Fourche, La., from Donaldsonville to the intracoastal Waterway, via Bayou Boeuf, Assumption Parish, or other streams, in the interest of navigation, flood control, beneficial uses of water, malarial control, prevention of stream pollution, and of the location of locks at the head of said bayou at or near Donaldsonville, La.

North prong, Schooner Bayou, Vermilion Parish, La.

Gulf Intracoastal Waterway and connecting streams, lakes, and bays in Louisiana between Bayou Sale Ridge and the Calcasieu River in the interest of navigation, flood control, irrigation, and drainage, and for the prevention of stream pollution and salt-water intrusion.

The shore of Galveston Bay, Tex., with a view to preventing its erosion.

Galveston Bay and contiguous waters, Texas, with a view to providing a sea-plane channel.

Pine Island Bayou, Tex.

Cedar Bayou Pass, Corpus Christi Pass, and Pass at Murdocks Landing, Tex.

Little Bay, Tex.

Sabine River and tributaries, Texas, in the interest of navigation, flood control and other water uses.

Neches River and tributaries, Texas, in the interest of navigation, flood control, and other water uses.

Big Sandy Creek, Tex.

Cypress Creek, Tex.

Sabine-Neches Waterway, Tex., with a view to further improvements in the interest of navigation and the prevention of damage by floods.

Dickinson Bayou, Tex.

Jones Creek, Tex., with a view to improvement in the interest of navigation and flood control.

Waterway from the Neches River, by way of Pine Island Bayou and extension, to Trinity River, Tex.

Double Bayou, Tex.

Colorado River, Tex.

Waterway from Alvin, Tex., to the Intracoastal Waterway.

Onaehita River, with a view to the construction of a dam at or near Roekport, Ark., in the interest of navigation, flood control, and the development of hydro-electric power.

Loosahatchie River, Tenn., from its mouth to the O. K. Robertson Road and including the area west of the Illinois Central Railroad and north of Wolf River, with a view to extending the navigation facilities of Memphis Harbor.

- Mississippi River: Davenport (Iowa) harbor refuge.
- Mississippi River at Cassville, Wis.
- Mississippi River at Prairie du Chien, Wis.
- Mississippi River at Alma, Wis.
- Mississippi River at Maiden Rock, Wis.
- Illinois and Mississippi Canal, Ill.
- Saint Croix River Basin, Minn., and Wis., including consideration of the construction of dam below the mouth of Kettle River.
- Minnesota River, Minn., up to a point 10 miles above New Ulm, with a view to improvement in the interest of navigation and related purposes.
- Red River of the North drainage basin, Minnesota, South Dakota, and North Dakota.
- Missouri River in South Dakota and North Dakota.
- Missouri River in Nebraska.
- Allegheny River, up to Olean, N. Y.
- Tofte Harbor, Minn.
- Grand Portage Harbor, Minn.
- Lake Kabetogama, Minn.
- Waterway connecting Lake Superior and Lake Michigan, from Au Train Lake to Little Bay de Noc, Mich.
- Harbor at mouth of Au Train River, Mich.
- Sheldrake Harbor, Mich.
- St. Marys River at Sault Ste. Marie, Mich., with a view to providing facilities for light-draft navigation.
- Harbor at St. Ignace, Mich.
- Kenosha Harbor, Wis.
- Mackinac Harbor, Mich.
- Galien River, Berrien County, Mich.
- Pine River, Mich.
- Pinconning River, Mich.
- Clinton River, Mich.
- Waterway from Lake Erie, at or near Toledo, Ohio, to the southerly end of Lake Michigan by way of the Maumee River and the city of Fort Wayne, Ind., or other practicable route.
- St. Marys River, Ohio and Ind.
- Maumee River, Ind. and Ohio.
- The coast of Lake Erie, with a view to the establishment of harbors of refuge for light-draft vessels for commercial and/or recreational purposes.
- Harbor at Ballast Island, Ohio.
- Vermilion Harbor, Ohio, with a view to improvement in the interest of navigation and related purposes.
- Rocky River, Ohio.
- The south shores of Lake Erie and of Lake Huron with a view to the establishment of harbors and harbors of refuge for light-draft commercial and fishing vessels and for recreational craft.
- At or near North East, Pa., with a view to constructing a harbor of refuge.
- Harbor at Hamburg Township, N. Y.
- Little River (branch of Niagara River), at Cayuga Island, Niagara Falls, N. Y.
- Port Bay, N. Y.
- Oswego Harbor, N. Y.
- Chaumont River, N. Y.
- At and in the vicinity of Henderson, N. Y., with a view to constructing a harbor.
- At and in the vicinity of Sacketts Harbor, N. Y., with a view to providing additional harbor facilities.
- Point Dume, Calif.
- Santa Monica Harbor, Calif.
- The coast of southern California, with a view to the establishment of harbors for light-draft vessels.
- Pillar Point. Half Moon Bay, San Mateo County, Calif.
- Monterey Bay, Calif.
- Area at and in the vicinity of South Basin, San Francisco, Calif.
- Carquinez Strait and Alhambra Creek, Calif., with a view to providing harbor improvements at and in the vicinity of Martinez.
- Noya River, Calif.
- Napa River, Calif.
- Humboldt Bay, Calif.

Bays, inlets, and rivers along the coast of Oregon with a view to providing an adequate number of deep-draft harbors.

Nelscott, Oreg., with a view to protection of the beach.

Harbor at Empire, Oreg.

Alsea Bay, Oreg., with a view to the construction of a harbor of refuge.

Coos Bay, Oreg.

Channel at Charleston, South Slough, Oreg.

Tillamook Bay and Bar, Oreg.

Nehalem Bay and River.

Columbia Slough.

Astoria, Oreg., with a view to the construction of a mooring basin for fishing boats within the harbor.

Willapa Harbor, Wash., with a view to providing a channel to, and turning basin at, Tokeland Dock; also with a view to providing a mooring basin and breakwater at and near Nahcotta Dock, Nahcotta.

Grays Harbor, Wash., with a view to constructing a channel into Bay City.

Grays Harbor, Wash., with a view to providing a breakwater and other improvements at and near Westport.

Grays Harbor, Wash., with a view to providing a deep-sea fishing base at Hoquiam.

Friday Harbor, Wash.

Sitka Harbor, Alaska.

Cordova Harbor, Alaska.

Kodiak Harbor, Alaska.

Neva Strait and Olga Strait, Alaska.

Upper Kvichak River, Alaska.

Skagway Harbor, Alaska.

Valdez Harbor, Alaska, with a view to its improvement and particularly with respect to the expansion of facilities for harborage of small boats.

Cook Inlet, Alaska, with a view to improvement for navigation, providing harbor facilities for the city of Anchorage, and the development of hydroelectric power.

Anchorage Harbor, Alaska, with a view to its improvement, and with the view of determining the advisability of providing additional harbor facilities for small boats.

Kalaupapa Landing, Island of Molokai, Hawaii.

Kalepolepa Boat Harbor, Island of Maui, Hawaii.

Humacao Playa, Punta Santiago, P. R.

Arecibo Harbor, P. R., with a view to determining whether modifications in the authorized project would be desirable.

Christiansted Harbor, St. Croix, V. I., with a view to improvement for navigation.

FLOOD CONTROL

GENERAL BREAK-DOWN OF AMOUNT IN SUPPLEMENTAL ESTIMATE FOR ADVANCE PLANNING

Senator THOMAS of Oklahoma. Then third, inasmuch as this \$5,000,000 has not been dealt with in the bill, or in the hearings previously, will you give us a break-down of how you propose to spend that \$5,000,000?

General REYBOLD. I will be glad to do so.

Proposed allocation of funds for advance planning on flood control projects contained in the Budget estimate of \$5,000,000 transmitted to the President by the Director, Bureau of the Budget, on Feb. 26, 1945

[This list is limited to projects which have executive office approval for planning contained in letter to the Secretary of War from the Director, Bureau of the Budget, dated February 26, 1945]

West Hill Reservoir, West River Mass-----	\$60,000
Worcester, Blackstone River, Mass-----	75,000
West Brookfield Reservoir, Connecticut River Basin, Mass-----	100,000
Barre Falls Reservoir, Connecticut River Basin, Mass-----	55,000
East Brimfield Reservoir, Thames River Basin, Mass-----	70,000
South Coventry Reservoir, Thames River Basin, Conn-----	135,000

Proposed allocation of funds for advance planning on flood control projects contained in the Budget estimate of \$5,000,000 transmitted to the President by the Director, Bureau of the Budget, on Feb. 26, 1945—Continued

Waterbury Reservoir, Winooski River Basin, Vt.....	\$14,000
Wrightsville Reservoir, Winooski River Basin, Vt.....	46,000
East Barre Reservoir, Winooski River Basin, Vt.....	40,000
Chittenango Creek and tributaries, New York.....	12,500
Genegantslet Reservoir, Susquehanna River, N. Y.....	110,000
Owasco Inlet and Outlet, Montville and Dry Creeks, State Ditch and Crane Brook, N. Y.....	12,500
Bugs Island Reservoir, Roanoke River Basin, Va. and N. C.....	300,000
Edisto River, S. C.....	10,000
Clark Hill Reservoir, Savannah River, Ga. and S. C.....	350,000
Shreveport, Red River, La.....	75,000
Bull Shoals Reservoir, White River Basin, Ark.....	200,000
Table Rock Reservoir, White River Basin, Mo.....	200,000
Arkansas River local protection projects:	
Crawford County levee district, Arkansas.....	38,700
McLean Bottom levee district No. 3, Arkansas.....	12,800
Dardanelle drainage district, Arkansas.....	12,200
Pope County levee district No. 1 and Conway County levee districts Nos. 3 and 7, Arkansas.....	28,800
Roland drainage district, Arkansas.....	7,500
Dirty Creek Bottom, Okla.....	41,000
Tucker Lake Bottom, Okla.....	33,000
Big Skin Bayou-Camp Creek Bottom, Okla.....	30,000
Braden Bottom, Okla.....	21,000
Markham Ferry Reservoir, Arkansas River Basin, Okla.....	75,000
Wister Reservoir, Arkansas River Basin, Okla.....	50,000
Tenkiller Ferry Reservoir, Arkansas River Basin, Okla.....	75,000
Trinidad, Purgatoire River, Colo.....	50,000
Red Rock Reservoir, Upper Mississippi River Basin, Iowa.....	75,000
Des Moines, Des Moines River, Iowa.....	20,000
Galena, Galena River, Ill.....	30,000
Red Lake and Clearwater Rivers, Minn.....	50,000
Bald Hill Reservoir, Sheyenne River, N. Dak.....	40,000
Allegheny Reservoir, Ohio River Basin, Pa.....	50,000
Shenango Reservoir, Ohio River Basin, Pa. and Ohio.....	50,000
McKees Rocks, Ohio River Basin, Pa.....	25,000
New Martinsville, Ohio River Basin, W. Va.....	25,000
Dillon Reservoir, Ohio River Basin, Ohio.....	100,000
Sutton Reservoir, Ohio River Basin, W. Va.....	100,000
Roseville, Ohio River Basin, Ohio.....	15,000
Burr Oak Reservoir, Ohio River Basin, Ohio.....	45,000
Covington, Ohio River Basin, Ky.....	100,000
Maysville, Ohio River Basin, Ky.....	75,000
Wolf Creek Reservoir, Ohio River Basin, Ill.....	100,000
Mining City Reservoir, Ohio River Basin, Ky.....	180,000
Stewarts Ferry Reservoir, Ohio River Basin, Tenn.....	125,000
Middlesboro, Ky.....	25,000
Mount Morris Reservoir, Genesee River, N. Y.....	150,000
Panther Mountain Reservoir, Moose River, N. Y.....	50,000
Lower Ventura River Levees, Calif.....	50,000
Stewart Canyon Debris Basin and Channel, Ventura River Basin, Calif.....	25,000
Lytle and Cajon Creeks, Santa Ana River Basin, Calif.....	300,000
Whittier Narrows Reservoir, Los Angeles County drainage area, California.....	100,000
Lopez Dam, Los Angeles County drainage area, California.....	130,000
Rio Hondo Channel, Los Angeles County drainage area, California.....	230,000
Merced County Project, San Joaquin River Basin, Calif.....	50,000
Quartz Creek Reservoir, Willamette River Basin, Oreg.....	100,000
Sweet Home Reservoir, Willamette River Basin, Oreg.....	100,000
Snake River, Heise-Roberts Area and Weiser, Idaho.....	50,000
Pullman, Palouse River Basin, Wash.....	20,000

Proposed allocation of funds for advance planning on flood control projects contained in the Budget estimate of \$5,000,000 transmitted to the President by the Director, Bureau of the Budget, on Feb. 26, 1945—Continued

Colfax, Palouse River Basin, Wash-----	\$25, 000
Chehalis River, Wash-----	50, 000
Total -----	5, 000, 000

Senator THOMAS of Oklahoma. If you will submit those three breakdowns for us, we will put them in the record in connection with your testimony.

Senator GURNEY. Mr. Chairman, I hope that in that \$5,000,000 extra there will be some large-scale planning at least started and provided for in that increased amount. Is that \$5,000,000 proposed to be spent on flood control or just rivers and harbors?

CORRESPONDENCE BETWEEN BUDGET BUREAU AND WAR DEPARTMENT ON
SUPPLEMENTAL ESTIMATES FOR FLOOD-CONTROL ADVANCE PLANNING

General REYBOLD. That is flood control. There is attached to this correspondence we received in connection with the supplemental Budget estimate a list of projects which the executive office has authorized us to proceed with in connection with advance planning.

Senator THOMAS of Oklahoma. That would be fine to have that list in the record, I am sure. You say that is from the Budget?

General REYBOLD. The Bureau of the Budget. This is a letter from Mr. Smith, Director of the Budget, to the Secretary of War.

Senator GURNEY. Can we have that letter in the record, Mr. Chairman?

Senator THOMAS of Oklahoma (presiding). On request of Senator Gurney, the letter you sent to the Budget and their reply thereto will be made a part of the record at this point.

(The letters referred to are as follows:)

WAR DEPARTMENT,

Washington, D. C., January 13, 1945.

HON. HAROLD D. SMITH,

Director, Bureau of the Budget,

Washington, D. C.

DEAR MR. SMITH: Reference is to the Department's letter of January 5, 1945, in which your consideration was requested for a supplemental estimate under the appropriation for "Flood control, general," for the fiscal year 1945 in the amount of \$2,000,000 to be applied to the initiation of the planning program for projects authorized in the Flood Control Act of December 22, 1944.

Inasmuch as the act of December 22, 1944, was approved subsequent to the submission of the Department's regular appropriation estimate for civil works activities for the fiscal year 1946, no provisions are contained in that estimate for funds to continue the planning program for projects authorized in that act. As stated in my letter of January 5, 1945, the act of December 22, 1944, provides that the necessary plans, specifications, and preliminary work for the projects authorized therein may be prosecuted at this time in order to be ready for rapid inauguration of a post-war program of construction. The President, in his message to Congress transmitting the Budget for the fiscal year 1946, called attention to the need for a larger shelf of detailed plans for public works in order to be prepared for the post-war period and stated that further requests for funds for detailed planning of Federal projects will be made on passage of congressional authorization.

The supplemental appropriation estimate of \$2,000,000 for the fiscal year 1945 will, when appropriated by Congress, constitute a material beginning toward the accomplishment of this objective of increasing the shelf of a detailed plans. In

order to carry this planning program to the stage where a substantial number of projects authorized in the recent Flood Control Act will be ready for prompt initiation of construction after the war, it is estimated that the amount of \$8,000,000 will be required for continuing the planning program during the fiscal year 1946. The enclosed tabulation indicates the project and proposed allocations of funds included in the program of advance planning for projects authorized in that act within the total of \$8,000,000 needed for the fiscal year 1946.

It is requested, therefore, that consideration be given to a supplemental estimate under the appropriation for "Flood control, general," for the fiscal year 1944 in the amount of \$8,000,000 for the continuation of the planning program for projects authorized in the Flood Control Act of December 22, 1941, as outlined above. A draft of the proposed supplemental estimate is enclosed herewith.

Sincerely yours,

Secretary of War.

Flood control, general—Proposed allocations of funds for preparation of plans included in supplemental Budget estimate for fiscal year 1946

West Hill Reservoir, West River, Mass.....	\$50,000
Worcester, Blackstone River, Mass.....	75,000
West Brookfield Reservoir, Connecticut River Basin, Mass.....	100,000
Barre Falls Reservoir, Connecticut River Basin, Mass.....	50,000
East Brimfield Reservoir, Thames River Basin, Mass.....	70,000
South Coventry Reservoir, Thames River Basin, Conn.....	150,000
Waterbury Reservoir, Winooski River Basin, Vt.....	10,000
Wrightsville Reservoir, Winooski River Basin, Vt.....	30,000
East Barre Reservoir, Winooski River Basin, Vt.....	60,000
Chittenango Creek and tributaries, New York, local protection.....	10,000
Genegantslet Reservoir, Susquehanna River, N. Y.....	120,000
Owasco Inlet and Outlet, Montville and Drk Creeks, State Ditch, and Crane Brook, N. Y., local protection.....	5,000
Buggs Island Reservoir, Roanoke River Basin, Va. and N. C.....	300,000
Edisto River, S. C., local protection.....	10,000
Clark Hill Reservoir, Savannah River Basin, Ga. and S. C.....	350,000
Shreveport, Red River, La., local protection.....	75,000
Arkansas River local protection projects.....	100,000
Bull Shoals Reservoir, White River Basin, Ark.....	200,000
Table Rock Reservoir, White River Basin, Mo.....	200,000
Arkansas River local protection projects.....	125,000
Markham Ferry Reservoir, Arkansas River Basin, Okla.....	100,000
Wister Reservoir, Arkansas River Basin, Okla.....	90,000
Tenkiller Ferry Reservoir, Arkansas River Basin, Okla.....	150,000
Fountainc Que Bouille River, Colo.....	25,000
Red Rock Reservoir, Mississippi River Basin, Iowa.....	75,000
Des Moines, Des Moines River, Iowa, local protection.....	20,000
Galena, Galena River, Ill., local protection.....	30,000
Farm Creek Reservoirs, Ill.....	95,000
Red Lake and Clearwater Rivers, Minn.....	50,000
Bald Hill Reservoir, Sheyenne River, N. Dak.....	40,000
Havre, Milk River, Mont., local protection.....	28,000
Hazen, Knife River, N. Dak., local protection.....	2,000
Harlem, Milk River, Mont., local protection.....	4,000
Beulah, Knife River, N. Dak., local protection.....	6,000
Missouri River local protection projects.....	225,000
Chariton River, Mo., local protection.....	20,000
Osceola Reservoir, Missouri River Basin, Mo.....	100,000
Missouri River local protection projects.....	225,000
Garrison Reservoir, Missouri River Basin, N. Dak.....	500,000
Oahe Reservoir, Missouri River Basin, S. Dak. and N. Dak.....	250,000
Fort Randall Reservoir, Missouri River Basin, S. Dak.....	200,000
Allegheny Reservoir, Ohio River Basin, Pa.....	50,000
Shenango Reservoir, Ohio River Basin, Pa. and Ohio.....	50,000
McKees Rocks, Ohio River Basin, Pa., local protection.....	75,000
Dillon Reservoir, Ohio River Basin, Ohio.....	100,000
Sutton Reservoir, Ohio River Basin, W. Va.....	100,000
New Martinsville, Ohio River Basin, W. Va., local protection.....	75,000

Flood control, general—Proposed allocations of funds for preparation of plans included in supplemental Budget estimate for fiscal year 1946—Continued

Roseville, Ohio River Basin, Ohio, local protection	\$20,000
Burr Oak Reservoir, Ohio River Basin, Ohio	25,000
Covington, Ohio River Basin, Ky., local protection	100,000
Maysville, Ohio River Basin, Ky., local protection	75,000
Wolf Creek Reservoir, Ohio River Basin, Ill	150,000
Mining City Reservoir, Ohio River Basin, Ky	150,000
Stewarts Ferry Reservoir, Ohio River Basin, Tenn	100,000
Middlesboro, Ky., local protection	15,000
Panther Mountain Reservoir, Moose River, N. Y	50,000
Mount Morris Reservoir, Genesee River, N. Y	150,000
Lower Ventura River levees, California	50,000
Stewart Canyon debris basin and channel, Ventura River Basin, Calif	25,000
San Antonio and Chino Creeks, Santa Ana River Basin, Calif	125,000
Lytle and Cajon Creeks, Santa Ana River Basin, Calif	300,000
Whittier Narrows Dam, Los Angeles County drainage area, California	150,000
Lopez Dam, Los Angeles County drainage area, California	90,000
Rio Hondo Channel, Los Angeles county drainage area, California	175,000
Table Mountain Reservoir, Sacramento River Basin, Calif	200,000
Sacramento River, Calif., local protection	125,000
Folsom Reservoir, Sacramento River Basin, Calif	125,000
Isabella Reservoir, San Joaquin River Basin, Calif	175,000
Kings River project, San Joaquin River Basin, Calif	200,000
Terminus Reservoir, Kaweah River, Calif	175,000
Hogan Reservoir, Calaveras River, Calif	50,000
Merced County project, San Joaquin River Basin, Calif	50,000
Tuolumne River project, California	50,000
Quartz Creek Reservoir, Willamette River Basin, Oreg	100,000
Sweet Home Reservoir, Willamette River Basin, Oreg	100,000
Snake River, Heise-Roberts area, and Weiser, Idaho, local protection	50,000
Pullman, Palouse River Basin, Wash., local protection	10,000
Colfax, Palouse River Basin, Wash., local protection	15,000
Chehalis River, Wash	50,000
Total	8,000,000

DRAFT OF PROPOSED SUPPLEMENTAL ESTIMATE, WAR DEPARTMENT, CIVIL FUNCTIONS,
CORPS OF ENGINEERS

Flood control, general: For an additional amount for flood control, general, fiscal year 1946, including the objects and subject to the conditions specified under this head in the War Department Civil Appropriation Act, 1946, \$8,000,000, to remain available until expended.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D. C., February 26, 1945.

The honorable the SECRETARY OF WAR.

(Through the Budget officer for the War Department.)

MY DEAR MR. SECRETARY: This is to advise you that the Bureau of the Budget has completed action on your requests for supplemental estimates dated January 5, 1945, and January 13, 1945, in the amounts of \$2,000,000 for fiscal year 1945 and \$8,000,000 for fiscal year 1946, respectively, for preparation of plans and specifications for projects authorized in the Flood Control Act, approved December 22, 1944. Based on a study of the availability of manpower, the present status of flood-control advance planning funds, the anticipated rate of obligations on this work, and the lists of projects on which planning was proposed, I have recommended the appropriation of an additional \$1,000,000 for planning activities during the fiscal year 1945 and \$5,000,000 for fiscal year 1946.

These allowances contemplate the preparation of plans for the projects shown on the accompanying tabulation, which have Executive Office approval for planning, in accordance with the President's letter to you, dated January 31, 1945. Further advice will be furnished concerning the remaining projects listed

with your letters of January 5 and January 13 as the questions connected therewith are resolved.

Very truly yours,

HAROLD D. SMITH, *Director*.

PROJECTS INCLUDED IN LISTS ACCOMPANYING SECRETARY OF WAR'S LETTERS OF JANUARY 5 AND 13, 1945, HAVING EXECUTIVE OFFICE APPROVAL FOR PLANNING

Tyrone, Pa., local protection.
 Harrisburg, Pa., local protection.
 Buggs Island Reservoir, Roanoke River Basin, Va. and N. C.
 Clark Hill Reservoir, Savannah River, Ga. and S. C.
 Shreveport, Red River, La., local protection.
 Arkansas River, local protection works.
 Trinidad, Purgatoire River, Colo.
 Mount Morris Reservoir, Genesee River, N. Y.
 Alamo Reservoir, Bill Williams River, Ariz.
 Holbrook, Little Colorado River, Ariz, local protection.
 Merced County project, San Joaquin River Basin, Calif.
 Redmond, Sevier River, Utah, local protection.
 Pajaro River, Calif., local protection.
 West Hill Reservoir, West River, Mass.
 Worcester, Blackstone River, Mass.
 West Brookfield Reservoir, Connecticut River Basin, Mass.
 Barre Falls Reservoir, Connecticut River Basin, Mass.
 East Brimfield Reservoir, Thames River Basin, Mass.
 South Coventry Reservoir, Thames River Basin, Conn.
 Waterbury Reservoir, Winooski River Basin, Vt.
 Wrightsville Reservoir, Winooski River Basin, Vt.
 East Barre Reservoir, Winooski River Basin, Vt.
 Chittenango Creek and tributaries, New York, local protection.
 Genogantslet Reservoir, Susquehanna River, N. Y.
 Owasco Inlet and Outlet, Montville and Dry Creeks, State Ditch, and Crane Brook, N. Y., local protection.
 Edisto River, S. C., local protection.
 Bull Shoals Reservoir, White River Basin, Ark.
 Table Rock Reservoir, White River Basin, Mo.
 Markham Ferry Reservoir, Arkansas River Basin, Okla.
 Wister Reservoir, Arkansas River Basin, Okla.
 Tenkiller Ferry Reservoir, Arkansas River Basin, Okla.
 Fontaine Que Bouille River, Colo.
 Red Rock Reservoir, Mississippi River Basin, Iowa.
 Des Moines, Des Moines River, Iowa, local protection.
 Galena, Galena River, Ill., local protection.
 Red Lake and Clearwater Rivers, Minn.
 Bald Hill Reservoir, Sheyenne River, N. Dak.
 Allegheny Reservoir, Ohio River Basin, Pa.
 Shenango Reservoir, Ohio River Basin, Pa. and Ohio.
 McKees Rocks, Ohio River Basin, Pa., local protection.
 Dillon Reservoir, Ohio River Basin, Ohio.
 Sutton Reservoir, Ohio River Basin, W. Va.
 New Martinsville, Ohio River Basin, W. Va., local protection.
 Roseville, Ohio River Basin, Ohio, local protection.
 Burr Oak Reservoir, Ohio River Basin, Ohio.
 Covington, Ohio River Basin, Ky., local protection.
 Maysville, Ohio River Basin, Ky., local protection.
 Wolf Creek Reservoir, Ohio River Basin, Ill.
 Mining City Reservoir, Ohio River Basin, Ky.
 Stewarts Ferry Reservoir, Ohio River Basin, Tenn.
 Middlesboro, Ky., local protection.
 Panther Mountain Reservoir, Moose River, N. Y.
 Lower Ventura River levees, California.
 Stewart Canyon debris basin and channel, Ventura River Basin, Calif.
 San Antonio and Chino Creeks, Santa Ana River Basin, Calif.
 Lytle and Cajon Creeks, Santa Ana River Basin, Calif.
 Whittier Narrows Dam, Los Angeles County drainage area, California.
 Lopez Dam, Los Angeles County drainage area, California.
 Rio Hondo Channel, Los Angeles County drainage area, California.
 Quartz Creek Reservoir, Willamette River Basin, Oreg.

Sweet Home Reservoir, Willamette River Basin, Oreg.
Snake River, Heise-Roberts area, and Weiser, Idaho, local protection.
Pullman, Palouse River Basin, Wash., local protection.
Colfax, Palouse River Basin, Wash., local protection.
Chehalis River, Wash.

MISSOURI RIVER BASIN NOT INCLUDED IN SUPPLEMENTAL ESTIMATE FOR
ADVANCE PLANNING

(See p. 75)

Senator GURNEY. May I ask you now, General, does that include the Missouri River project?

General REYBOLD. No, sir; it excludes it.

Senator GURNEY. Then so far as the \$5,000,000 is concerned it does not in any way affect the specific Missouri River project in that last flood-control bill of December 1944?

General REYBOLD. The Missouri River was in our original list, but it has been excluded in the list returned to us by the Bureau of the Budget.

Senator FERGUSON. So that no money would be spent on that project so far as your record is concerned?

General REYBOLD. That is correct.

Senator GURNEY. Even though Congress did appropriate the money, two and one-half or \$5,000,000, still you could do nothing on the Missouri River project; is that correct?

General REYBOLD. That is correct. But in fairness to the Bureau of the Budget, here is the last sentence in their letter.

Further advice will be furnished concerning the remaining projects listed with your letters of January 5 and January 13 as the questions connected therewith are resolved.

Senator FERGUSON. But more money would have to be appropriated to cover that last sentence?

PROJECTS EXCLUDED FROM SUPPLEMENTAL ESTIMATES

(See p. 75)

General REYBOLD. Yes, sir; they are referring to the Missouri River and some projects in the Central Valley of California and on Farm Creek, Ill. The list excludes the Missouri River project, the Central Valley of California, and Farm Creek, Ill.

Senator THOMAS of Oklahoma. General Reybold, I notice you have some maps, charts, and plats. Do you care to explain those to the committee? Is that part of your testimony?

General REYBOLD. Yes, sir.

Senator THOMAS of Oklahoma. Have you something further to suggest in connection with the bill before we go to that?

General REYBOLD. I have nothing further.

Senator THOMAS of Oklahoma. All right; then proceed with the charts, if you care to.

STATEMENT OF COL. GEORGE R. GOETHALS

Colonel GOETHALS (explaining charts). Gentlemen, these charts were prepared in connection with our testimony before the Subcommittee on Appropriations of the House, when we testified on the current bill, just put in as a matter of interest in connection with commercial statistics in which that testimony usually brings interesting points.

INCREASE OF TONNAGE ON INLAND WATERWAYS SYSTEM

This was drawn to shown on certain portions of our inland waterways system, namely, the Mississippi River System, the Gulf Intra-coastal Waterway, and the Warrior-Tombigbee Rivers, how the ton-mileage has increased from 1932, when it was about 5,000,000,000 ton-miles, to the end of 1943 when it was in excess of 20,000,000,000 ton-miles.

That was inserted purely as a matter of interest to show how commerce on our inland waterways has been increasing.

REASONS FOR INCREASE SINCE 1939

Senator THOMAS of Oklahoma. I notice that since 1939 it has increased very rapidly. Is that due in the main to the war?

Colonel GOETHALS. That was due in the main to the increased transportation of war materials, yes, sir.

Senator OVERTON. What does the chart show was the miles of tonnage at the end of 1939?

Colonel GOETHALS. At the end of 1939 it was approximately 11,000,000,000 ton-miles.

Senator OVERTON. From 5,000,000,000 in 1932?

Colonel GOETHALS. From about 5,000,000,000 in 1932; yes, sir.

Senator FERGUSON. Of course, that was the low of the depression and as business increased your tonnage went up.

Colonel GOETHALS. That is correct, sir.

General REYBOLD. And those streams have been improved since then, too.

Senator OVERTON. Of course, you haven't a chart back of 1932, but it is my impression that prior to 1932 there wasn't very much in excess of what you have in 1932.

Colonel GOETHALS. We have those figures available, Senator. I don't have them with me, but this can be extended back, if you care to have it in the record.

Senator OVERTON. It might be interesting to carry it back.

Senator FERGUSON. Yes; it would be.

Senator OVERTON. Back to 1925, to show whether there was a decrease during the depression years.

Colonel GOETHALS. A comparison of the traffic in ton-miles for the waterways referred to for the calendar years 1925 through 1943, is as follows:

Statement showing the annual volume of traffic in ton-miles on the Mississippi River system, the Gulf Intracoastal Waterway, and the Warrior-Tombigbee Rivers for the calendar years 1925 to 1943

Ton-miles		Ton-miles	
1925-----	4,691,739,000	1935-----	6,200,000,000
1926-----	6,071,287,000	1936-----	7,850,000,000
1927-----	5,871,290,000	1937-----	9,150,000,000
1928-----	5,970,842,000	1938-----	9,600,000,000
1929-----	5,458,237,000	1939-----	11,300,000,000
1930-----	5,562,554,000	1940-----	13,650,000,000
1931-----	5,974,653,000	1941-----	18,250,000,000
1932-----	4,900,000,000	1942-----	19,150,000,000
1933-----	5,500,000,000	1943-----	20,140,000,000
1934-----	5,850,000,000		

TONNAGE CARRIED BY WATERWAY SYSTEM COMPARED WITH THAT OF
RAILROADS

Senator REED. Your maximum there is about 2½ percent of the ton-miles handled by the railroads during the last year.

Colonel GOETHALS. I didn't hear that.

Senator REED. I said your maximum there which was done last year is about 2½ percent of the ton-mileage handled by the railroads last year.

Senator OVERTON. Do you mean in the same territory?

Senator REED. No.

Senator OVERTON. You mean the country over?

Senator REED. Yes. This is virtually all the waterways we have.

Colonel GOETHALS. The Great Lakes is over 100,000,000 tons in iron ore alone.

Senator REED. That is correct. I didn't include the Great Lakes. The Great Lakes is one of the most economical transportation agencies in the world.

Senator GURNEY. It does show that the waterways are carrying the load. If we didn't have them the railroads would have to have handled it during the war.

Senator MAYBANK. A great deal of it the railroads cannot handle. Wood pulp is moved out of South Carolina by waterway and down those tidal estuaries.

Senator REED. I don't think that wood pulp is included.

Colonel GOETHALS. Yes; we included everything.

Senator REED. Well, that is undoubtedly correct. Backwoods logging operations always requires streams to float the log down, if they can.

LIMITED USE OF WATERWAYS FOR DOWN-BOUND TRAFFIC

General REYBOLD. I was flying over the Mississippi River not long ago. At one glance I saw seven tows being pushed up against the current in the river. In the Gulf Intracoastal Waterway you can look out anytime and see several tows of barges. That class of traffic is included in that chart. I have wondered at times why we don't get more of the down-bound tonnage moving to the Gulf coast.

Senator FERGUSON. You mean they don't use it going down?

General REYBOLD. Not to the extent they use it going up against the current. Oil is the great tonnage moved in the Mississippi River system.

Senator FERGUSON. Then they come down empty?

General REYBOLD. Yes, sir.

TONNAGE ON OHIO RIVER

Senator REED. If you take the Ohio River you have the reverse of that. Their great tonnage is coal.

General REYBOLD. That is correct. The Ohio River is very busy.

Senator REED. The Ohio River is one of the inland waterways that does contain some reasonable amount of traffic. On a lot of them you haven't even reached a reasonable minimum yet.

LIKELIHOOD OF GREATER USE OF WATERWAYS AFTER WAR

Senator MEAD. General, do you think there will be added use of our inland waterways as a result of our improvements after the war; for instance, the Higgins boat and other boats that they have been experimenting with?

General REYBOLD. I have the feeling that as a result of the war, many shippers have learned to use the inland waterways system and they will continue to use it.

Senator MEAD. Just before the war Ford constructed a low cargo ship to go under the bridges of our canal system, and he shipped in that ship equipment to be assembled—parts to be assembled along the east and the Gulf coasts by loading the ship at Detroit, utilizing our canal system and the Great Lakes, and by obviating the necessity of transferring the cargo he saved money.

Senator FERGUSON. Ford, or the consumer?

Senator MEAD. Well, ultimately, the consumer. If he didn't save anything for the consumer he had to pay it in taxes and Morgenthau got it, but anyway, it indicated to me a great post-war boom in inland-waterway traffic.

Senator FERGUSON. Yes.

SHIPBUILDING ON THE INLAND WATERWAYS

General REYBOLD. Senator, I could give you another example which is very gratifying in connection with our inland-waterway system. The Illinois Waterway provides a connection between the Great Lakes and the Mississippi system, as you know, and the shipbuilding facilities on our ocean and Gulf coasts have been overtaxed. As a result of the Illinois Waterway, many ocean-going ships have been built on the Great Lakes and moved down through the Illinois Waterway to New Orleans and out to sea.

Senator REED. They built some small steel steamships at Kansas City, Kans., and moved them down the river.

General REYBOLD. There were three or four ships finished at Duluth after the navigation season had closed. The Coast Guard had built a powerful ice breaker on the Great Lakes. Those new ships moved down the Lakes behind the ice breaker. To accommodate this movement we kept the Soo Locks open a month longer than the normal season. The ships were moved down the Lakes and thence through the Illinois waterway and Mississippi River to New Orleans.

Senator MEAD. I remember reading the account of that ice breaker. It was called the *Mackinaw*. It helped very materially.

General REYBOLD. Yes, sir.

Senator OVERTON (presiding during short absence of Senator Thomas of Oklahoma). All right. You may proceed with the next chart.

PRESENT CONDITION OF DREDGES

Colonel GOETHALS. This chart was prepared in order to show graphically the present condition of our dredges. These are the dredges that work on a great many of our harbors and some of our rivers, partly in maintenance and partly in new construction. At the time

the war broke out we had a replacement schedule set up to retire the old dredges and build new ones, but because of the impossibility of getting any shipping plants, that had to be deferred.

Each one of these rectangles represents a dredge. Since the war began, in fact, in the past 18 months, the dredges shown on the right-hand side of my pencil have been diverted to military work overseas in connection with military operations. Those dredges to the left of my pencil are those that are remaining in the fleet. In that rectangle the solid part is the present life of the dredge in actual number of years it has been in service, this being the point of origin and this being 10 years and 20 years, and so forth.

Shaded portions of the rectangle indicate the estimated years of service before replacing.

REPLACEMENT SCHEDULE FOR DREDGES

It is very vital, due to this diversion to military use and the aging of other members of the fleet that we start a replacement schedule just as soon as we can, and in the Deficiency Appropriation Act approved June 28, 1944, Congress gave us an appropriation which will be sufficient to take care of these three. In the bill now before the Congress we have asked funds which will be sufficient to replace this dredge and this dredge [indicating], the two next in age.

I might say that the economical service life of a dredge is 35 years, so that as my pencil traces across the chart you can see the number that should be replaced just as soon as possible.

Following the action of Congress on the bill now in front of you our plan is to present a gradual scale for replacement so that new programs can be taken care of as necessary.

ESTIMATED COST OF DREDGES

Senator GURNEY. How much does a dredge cost?

Colonel GOETHALS. The dredges we are speaking of, Senator, are estimated to cost \$3,500,000 apiece. They are all of 3,000-yard capacity.

Senator FERGUSON. Do you build them all alike? That is, they are built to one pattern?

Colonel GOETHALS. We are tending to that now, Senator, getting into two types of design, a 3,000-yard design and a 5,500-yard design.

Senator FERGUSON. So that your parts would be interchangeable?

Colonel GOETHALS. Yes; except our very large ones, which we only use in very large harbors, such as New York.

Senator FERGUSON. I am talking about the parts.

Colonel GOETHALS. To some extent each one is interchangeable; that is correct.

Senator OVERTON. As I understand it, the present bill that is coming over from the House provides for construction of two dredges.

Colonel GOETHALS. Yes.

Senator OVERTON. Then there are already funds appropriated in the present year for three hopper dredges?

Colonel GOETHALS. Yes.

Senator OVERTON. Are you asking for any increase in that?

Colonel GOETHALS. No, sir.

Senator MEAD. Is it economical to operate a dredge after 35 years?

Colonel GOETHALS. No, sir; it is not, Senator. We would have started this program before if we could have gotten any shipbuilders. The average annual repairs are out of line after 35 years.

DREDGES IN NEW YORK AREA

General REYBOLD. Senator, you have four of them up in your area. You have the *Taylor* and the *Burton* and a couple of others.

Colonel GOETHALS. The Great Lakes dredges do not happen to be shown on this chart.

Senator MEAD. Do we have the *Absecon* and the *Manhattan* up around New York?

General REYBOLD. No; you couldn't get the *Manhattan* up in the lake area. That is one of the large dredges. You could get the *Absecon* up there.

PROGRESSIVE PROGRAM OF REPLACEMENTS NEEDED

Senator OVERTON. From that chart I would assume that you are going to come before the committee and ask for rather large sums, because the life of some of those dredges is very, very small.

Colonel GOETHALS. That is what we plan to do, sir.

General ROBINS. We cannot go any faster than we can get yards to put them into. But we will have to come up every year for new dredges.

General REYBOLD. You see the first five on the list are over age. They are the five that are provided for now. I think we will be all right after we get these five or six built, with a progressive program of replacement each year.

General ROBINS. The reason there are not more of those dredges overseas is because they are not seaworthy. They have all the dredges that are seaworthy.

DREDGES ARE SELF-PROPELLED

Colonel GOETHALS. These dredges are self-propelled. I don't know whether you understand that.

Senator FERGUSON. I did with those that went across, but are all of these?

Colonel GOETHALS. Yes, sir; these are called seagoing dredges.

DIFFERENT TYPES OF DREDGES NEEDED

Senator OVERTON. What is the best modern type of dredge? Is it one that sucks the soil up and then throws it over on any bank?

General REYBOLD. They all have their place. On the Mississippi you have the so-called dust-pan type. This is a hydraulic dredge with short pipe line. They just pump the material from one part of the river to the other.

Then you have others that pump a mile or more. Then you have dipper dredges. The hopper dredge was developed by our Depart-

ment many years ago for specific purposes and I know of no other Government or contractor who uses that class of dredge. They are very important in certain places, over bars, for instance, where wave action is severe.

Senator OVERTON. Which dredges are those?

General REYBOLD. Any of these seagoing dredges.

ALLOCATION FOR TORONTO RESERVOIR AND FALL RIVER RESERVOIR

Senator REED. General, will you turn to page 48 of the hearings, the House hearings? I wanted to get on, Senator Thomas, with this Arkansas River Basin. I notice here the tentative allocation for the Toronto Reservoir is \$50,000 for 1946, and a similar sum for the Fall River Reservoir.

USE OF FUNDS IN CONNECTION WITH THOSE TWO RESERVOIRS

The ultimate cost of those reservoirs is going to be several million dollars. Tell me what you did with that \$50,000, or contemplate doing with it, in 1946?

General REYBOLD. That is under the heading of what we term advance planning and will be used to complete the detailed plans and specifications so that the projects will be ready to start construction after the war.

Senator REED. I was under the impression you had your plans pretty well completed for those two reservoirs. That is my impression only. I am not stating that as a fact.

FUNDS TO BE USED TO COMPLETE PLANS

General REYBOLD. We have proceeded slowly in developing plans for those two reservoirs, but we now need \$50,000 each to complete them.

Senator REED. You haven't begun construction yet.

General REYBOLD. No.

Senator REED. My impression is that your plans are complete. Up to the time you get ready to go to work what are you going to spend \$50,000 a year for?

Senator FERGUSON. It would be very interesting to know.

Senator REED. Because the aggregate of those items runs to \$2,000,000.

General REYBOLD. The plans on those two reservoirs are about two-thirds completed, Senator, and this is to complete the job.

TOTAL AMOUNT SPENT FOR PLANS FOR TORONTO AND FALL RIVER RESERVOIRS

Senator REED. Will you tell me then how much has been spent on plans alone? Those two happen to be in my State, but I see so many items of that kind here that I think it would be of interest, and perhaps of some use, if we knew.

Senator THOMAS of Oklahoma. Can you prepare a statement for the record as to how much has been spent on the two projects, and

then, of course, the \$50,000 referred to would be to complete the particular project?

General REYBOLD. Yes, sir.

Senator THOMAS of Oklahoma. In other words, to make the record complete and give the answers to questions by Senator Reed.

General REYBOLD. Yes, sir. We will be glad to get that information, Senator.

(The statement referred to is as follows:)

Fall River Reservoir, Kansas.—Funds totaling \$150,000 have been allotted to date for advance planning for the Fall River Reservoir. The work accomplished to date has consisted of topographical surveys, foundation investigations and geological studies, hydrological studies, structural design, and initiation of construction plans and specifications. The basic engineering data and construction are sufficiently advanced so that the first construction contract could be started on short notice. The funds proposed for the fiscal year 1946 in the amount of \$50,000 are needed to complete the preconstruction engineering data and the plans and specifications. The plans can then be put on the shelf ready for starting construction after the war when construction funds are appropriated by Congress.

Toronto Reservoir, Kansas.—Funds totaling \$110,000 have been allotted to date for advance planning for the Toronto Reservoir. With these funds, the preconstruction engineering data and project design have been carried to about 50-percent completion. The detailed design and plans and specifications have been started. The funds proposed for the fiscal year 1946 in the amount of \$50,000 are needed to complete the plans and specifications so that the project will be ready for construction in the post-war period.

Hutchinson, Kans.—This project consists chiefly of levees and channel rectification to protect the city of Hutchinson. With the funds provided to date amounting to \$60,000, the field surveys and basic design investigations have been completed and the preparation of the construction plans and specifications will be started in the near future. The amount of \$60,000 proposed for the fiscal year 1946 is needed to complete the detailed engineering design and construction plans and specifications which will place this project in the "ready for construction" status.

Wichita and Valley Center, Kans.—This is a local protection project providing for the construction of levees and channel rectification. The funds provided to date in the amount of \$45,000 have been used to start the advance planning. The field surveys and mapping have been completed and substantial progress has been made on the foundation investigations and other preconstruction engineering data. The advance planning work for this project is about one-third complete. The amount of \$100,000 proposed for the fiscal year 1946 is needed to complete the detailed project design and the plans and specifications so that the project will be ready for construction in the post-war period.

TRAFFIC IN PETROLEUM PRODUCTS ON ATLANTIC COAST WATERWAY

Senator MAYBANK. General, I would like to get information at the same time, if you have it, as to how much gasoline was hauled, or oil, from, say, Norfolk, south on the Inland Waterway?

General REYBOLD. How much oil?

Senator MAYBANK. South. Yes. I mean when we deepened that waterway down in Florida it made it possible to go through there, some 2 or 3 years ago, and meet the pipeline.

General REYBOLD. That pipe line comes over from Port St. Joe on the Gulf coast to Jacksonville.

Senator MAYBANK. Then they pick it up in these barges. Your idea was to haul it as far as Norfolk. I don't know whether they ever did it or not.

General REYBOLD. The pipe line was built by someone else.

The traffic in petroleum products on the Atlantic coast waterway between Norfolk, Va., and Jacksonville, Fla., during the calendar years 1940-1943 is as follows:

	<i>Tons</i>
1940-----	414, 487
1941-----	534, 580
1942-----	700, 658
1943-----	1, 689, 017

TWELVE-FOOT CHANNEL COMPLETE FROM NORFOLK TO JACKSONVILLE

Senator REED. How much 12-foot water is there in that intercoastal canal between Norfolk and Jacksonville?

General REYBOLD. There is a depth of 12 feet—that is the authorized navigable depth.

Senator REED. How much of it is a 12-foot channel, I mean?

General REYBOLD. For a width ranging from 9 to 150 feet.

Senator MAYBANK. It is completed.

General REYBOLD. Oh, I thought the Senator wanted to know wide it was.

Senator REED. No. I am trying to find out how much 12-foot channel you have.

General REYBOLD. Oh, it is completed from Norfolk to Jacksonville.

RIVERS AND HARBORS

AMOUNT REQUESTED OF BUDGET BUREAU FOR NEW YORK AND NEW JERSEY CHANNELS

Senator MEAD. May I ask a question with reference to page 23 of the hearings before the House subcommittee?

For the project listed as New York and New Jersey channels, the total estimated cost was set at \$37,000,000. Previous allotments \$19,000,000 plus. Budget estimate this year, \$1,600,000.

Now, I understand you requested an appropriation of \$1,750,000 from the Budget Bureau for the deepening of the channel—the lower channel in that vicinity—from 30 to 35 feet. What happened to that request?

General REYBOLD. That was about cut in half by the Budget. We asked the Budget for \$3,250,000, Senator.

Senator MEAD. \$1,600,000.

General REYBOLD. A reduction of \$1,650,000.

DESIRABILITY OF DEEPENING CHANNEL AT THIS TIME

Senator MEAD. It is my understanding, General, that there is about 10,000,000 tons of deep traffic handled there annually, and it requires from 32 to 33 feet in the channel to handle that 10,000,000 tons. The channel now is 30 feet, as I understand it.

General REYBOLD. That is correct. It is a 30-foot channel.

Senator MEAD. And it is your intention to deepen that channel to accommodate that traffic?

General REYBOLD. Yes, sir.

Senator MEAD. Well, now, don't you think it is unfortunate to put off the deepening of that channel when that traffic is so vital at this time?

General REYBOLD. Yes, sir. Deep-draft tankers use that channel. Our estimate submitted to the Bureau of the Budget should be authorized.

NAVY DEEPLY INTERESTED IN DEEPENING OF CHANNEL

It is my understanding that the Navy has been very much interested in that project and is pushing us for the prosecution of the work contemplated in our original estimate.

MERCHANT MARINE INSTITUTE AND LARGE OIL COMPANIES INTERESTED IN PROJECT

Senator MEAD. I have a request from the American Merchant Marine Institute, and I am also given to understand that the Standard Vacuum Oil and the Shell Oil Co. have become interested in it and are rather anxious that this improvement be completed as soon as possible.

ORIGINAL ESTIMATE OF CORPS OF ENGINEERS SHOULD BE APPROPRIATED

Do you think it is vital that we include that original request you made to the Budget in this bill?

General REYBOLD. I do in view of the correspondence we have recently had with the Navy Department, and I have a feeling, although I cannot speak for the Bureau of the Budget that if they had that information they would probably also approve. Am I right in that statement, Colonel Goethals.

Colonel GOETHALS. That is correct, sir.

Senator MEAD. I wonder if we could get a copy of that statement for this record.

General REYBOLD. Yes; I will supply that for the record.

(The letter referred to is as follows:)

NAVY DEPARTMENT,
Washington, January 30, 1945.

The honorable the SECRETARY OF WAR.

SIR: The Navy Department has received from the petroleum pool, Third Naval District, and the New York port director urgent and repeated requests for the deepening of certain channels in the New York Harbor area in order that the increasing traffic of deep-draft tankers may be accommodated. This matter has been a subject of discussion with the United States engineers for a period of several months, and it is my understanding that all of the necessary data concerning depths, costs, and work to be done have been prepared and are held in the Office of the Chief of Engineers. The projects in the order of their importance are in general terms as follows:

Project 1—Location.—In Arthur Kill southerly from Goethals Bridge at a point adjacent to Gulf Oil Corporation's Staten Island terminal and opposite Standard Oil Co. of New Jersey's Bayway property. This project should include the channel and a sufficient lateral width in addition thereto to serve as a turning basin for traffic in this congested area.

Project 2—Location.—In Kill van Kull and Newark Bay Channels adjacent to Bergen Point, N. J., for traffic to terminals of the Texas Co. and Richfield Oil Corporation. This project to deepen the channels and clear away mud humps where the channel rounds Bergen Point.

During the 6 months' period from July through December 1944 the petroleum pool received and shipped abroad some sixteen and one-half million barrels of oil per month. The great bulk of this traffic was handled through the Navy-leased terminals in the New York-New Jersey area, and the dredging required is to permit round-the-clock navigation of fully laden tankers to and from these terminals and to facilitate the turn-around of the ships. At the present time due

to insufficient depths a fully laden tanker often finds that negotiation of the channels is impossible except at high tide.

In view of the foregoing facts both of the dredging projects I have mentioned are considered essential to the war effort. If possible, it is requested that provision for their accomplishment be included in the river and harbor bill which I understand is now being prepared.

Respectfully,

FORRESTAL.

Senator MEAD. You say there is a possibility that the Bureau of the Budget if they had that information would approve that appropriation?

General REYBOLD. I feel that way. Anything that an agency has requested us to prosecute in connection with our authorized projects that has a close relationship with the war effort, they have always approved it.

Senator MEAD. Well, this is practically all associated with the war effort, if I understand it.

General REYBOLD. Yes, sir.

Senator MEAD. That is why the Socony-Vacuum Oil and the Shell Oil and the American Merchant Marine Institute are connected with it, because it affects vital war shipments.

General REYBOLD. Yes, sir. This is very recent correspondence from the Navy.

Senator MEAD. After the Budget reviewed the project?

General REYBOLD. Yes, sir.

Senator MEAD. I would like to have that, too.

General REYBOLD. It will be put in the record.

DESIRE OF NAVY TO HAVE CHANNEL DEEPEINED IN THE PINOPOLIS-COOPER RIVER DEVELOPMENT

Senator MAYBANK. I would like to ask the gentleman a question. I am in the position Senator Mead is in, in connection with the Navy's desire to have channels deepened and the locks lengthened in the Pinopolis-Cooper River development. Have they talked with any of your people about that?

General REYBOLD. Not to my knowledge, Senator. The Navy, you say?

Senator MAYBANK. Yes. Did you know of their desire?

Colonel GOETHALS. I have known of it informally, but they have not been to us in a formal manner, sir.

Senator MAYBANK. That is what I wanted to ask. I don't know whether this ought to go on the record or not. I would rather have it off the record, because they said they didn't want it to be in the newspapers. They said they didn't want people to know what they intended to do for security reasons.

Senator THOMAS of Oklahoma (presiding). This discussion will be off the record.

(There was discussion off the record.)

TONNAGE ON OHIO, KANAWHA, AND ILLINOIS RIVERS

Senator REED. I would like to ask information about that top table there on page 23, over to the right is "Commerce, calendar year 1943," then the statement in tons. I am a little familiar with these records

and my recollection is that those tons, particularly on the Ohio and the Kanawha and the Illinois are the tons of traffic that moved on the river that year. Is that correct—on that part of the river?

General REYBOLD. Yes, sir.

TRAFFIC ON CALOOSAHATCHEE RIVER AND LAKE OKEECHOBEE

Senator REED. What is that item there, 26,207 tons on that river with the long name, Caloosahatchee, and Lake Okeechobee?

General REYBOLD. 26,000 tons; yes.

AMOUNT SPENT BY GOVERNMENT IN IMPROVING CALOOSAHATCHEE RIVER AND LAKE OKEECHOBEE DRAINAGE AREA

Senator REED. I notice the total estimated cost there is—we have spent about \$18,000,000 on that, according to this, and in 1943 we shipped 26,000 tons.

General REYBOLD. We will have to get that for you, Senator. We don't have it here.

The principal items of commerce consist of petroleum products, oyster shells, rock, sand, and contractors' machinery and equipment. The waterway is also used to a considerable extent by small craft as a short protected route between the Gulf of Mexico and the Atlantic Ocean, these craft consisting of towboats, barges, shrimp boats shifting operating bases, and United States Navy, Coast Guard, and Army small craft.

Senator REED. What I am asking about is the relation of the tonnage moved to the expenditure that has been made.

General REYBOLD. That is not all in the interest of navigation. There is flood control in connection with that project. The project for improvement of the Caloosahatchee River and Lake Okeechobee drainage areas was authorized in the 1930 River and Harbor Act. The primary feature of the project is the construction of 83.5 miles of levees on the shores of Lake Okeechobee to protect this rich agricultural area. Hurricanes occurring during August and September 1928 caused a loss of about 2,000 lives. In addition to the flood-control features, the project provides a navigable waterway having a least depth of 6 feet across the State of Florida. Only a small proportion of the costs are chargeable to navigation features.

Senator REED. You know, General, ever since you folks recommended the Tennessee-Tombigbee project, I look with a more or less careful eye on some of these statements in the estimates.

General REYBOLD. We are glad to have you do that.

FLORIDA BARGE CANAL

Senator FERGUSON. And on page 23 you have the cross-Florida Barge Canal—that is near the bottom of the page, \$53,700,000.

General REYBOLD. Yes, sir; that is the amount required to complete that job. We are not asking for that money.

Senator FERGUSON. Oh, you are not asking for that money now?

General REYBOLD. No; that is merely informative.

Senator OVERTON. May I ask a few questions?

Senator THOMAS of Oklahoma (presiding). Senator Overton.

LETTER TO SENATOR OVERTON FROM CHIEF OF ENGINEERS

Senator OVERTON. General, I requested your Division to supply me with information with reference to certain streams in Louisiana, with reference to the projects and preliminary examinations and surveys, with a view of asking you about them. You wrote me a letter under date of February 2, 1945, that very clearly and fully covers the information that I desired. With the permission of the chairman, I would like to insert the letter in the record. It will not be necessary to ask any questions.

Senator THOMAS of Oklahoma (presiding). Without objection, the letter will be placed in the record.

(The letter referred to is as follows:)

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, February 22, 1945.

Hon. JOHN H. OVERTON,

United States Senate, Washington, D. C.

DEAR SENATOR OVERTON: Reference is made to the recent visit of Col. George R. Goethals and the questions raised at the time regarding certain river and harbor projects and surveys in Louisiana. I am pleased to furnish the following information on those projects and surveys; the page number of committee hearings cited refer to the published record of hearings before the subcommittee of the Committee on Appropriations, House of Representatives, on the War Department civil functions appropriation bill for 1946.

Pearl River, Miss. and La. (p. 23 of committee hearings): The existing project, adopted in the River and Harbor Act of August 30, 1935, provides for a channel suitable for 6-foot navigation from the mouth of West Pearl River to Bogalusa, La., 60 miles, by dredging, snagging, and cut-offs at sharp bends from the mouth of West Pearl River to a point immediately above Holmes Bayou to secure a depth of 7 feet at low water; the construction of a lateral canal 7 feet deep and 80 feet wide extending 20.1 miles from the mouth of Holmes Bayou to Pools Bluff with three locks of adequate dimensions; and for the improvement of Pearl River from Pools Bluff to the mouth of Bogalusa Creek by dredging, snagging, and easing of bends, with suitable dams or sills in the river channel just below Pools Bluff and across Bogne Chitto to maintain the levels in the canal and river. Work on the project is about 39 percent completed. The work remaining to be done consists of the construction of locks 1, 2, and 3, and the Bogue Chitto and Pools Bluff sills, clearing the low-water pools of locks Nos. 1 and 2, and dredging and snagging the channel of Pearl River between Pools Bluff and Bogalusa, all at a total estimated cost of \$2,584,000. The costs of new work to date have been \$1,667,625.50.

Due to the scarcity of critical materials necessary in the construction of the locks and the Government policy to defer all but essential construction, no new work has been done on the project since 1942. The present controlling depth for all-year navigation is 7 feet from mile 0 to a site of lock No. 1, approximately mile 30. A depth of 1.5 feet is available during the low-water season, June to December, along the natural channel between the mouth of Holmes Bayou and Bogalusa, the present head of navigation for boat traffic. A minimum depth of 6 feet is usually available over this stretch from January to June, although the presence of numerous logs, stumps, and other obstructions makes navigation at the present time impracticable.

Pearl River, Miss. (p. 27 of committee hearings): This item pertains to improvement of the upper reaches of the Pearl River, between Jackson and Edinburg, Miss., a distance of 126 miles, and, as modified in 1886 and 1902, provides for a channel 2 feet deep. No work has been performed on this project for many years due to the absence of commerce. The costs have been \$31,872 for new work and \$36,990 for maintenance. The latest estimate to complete is \$31,600. No work is proposed under this project during 1945 or 1946.

Bayou Lafourche, La. (p. 27 of committee hearings): The existing project authorized in the River and Harbor Act approved August 30, 1935, in accordance with the report printed in House Document No. 45 (73d Cong. 1st sess.), provides for the permanent closure of the head of the bayou without a lock, for a channel 6 feet deep and 60 feet wide from Napoleonville to the Intracoastal Waterway

at Lockport, and a channel of same dimensions from the Intracoastal Waterway at Larose to the Gulf of Mexico via Belle Pass, the closure of Pass Fourchon and for a jettied entrance at the mouth of Belle Pass. The total length of the improvement is 79.25 miles. Work on the project is about 38 percent completed, dredging between Larose, La., and the Gulf of Mexico being completed in 1939. The breakwaters at the mouth of Belle Pass also completed that year were subsequently damaged by storm action which required replacement with additional stone in 1940. The controlling depths on June 30, 1941, referred to mean low Gulf were as follows: 2.5 feet through the jetties, 5 feet through Belle Pass, 6 feet from the junction of Belle Pass and Pass Fourchon to Larose, 9 feet from Larose to Lockport, 5.5 feet from Lockport to Raceland, and 4 feet from Raceland to Napoleonville.

Maintenance dredging is under way at the present time. The work remaining to be done under the existing project involves the widening of the channel to the full project width of 60 feet between Lockport and Napoleonville, the head of navigation, at a total estimated cost of \$420,000. This work is not required for commerce and navigation now using this waterway.

The costs of June 30, 1944, have been \$524,024 for new work and \$54,869 for maintenance. Funds in the amount of \$37,000 are being applied during the current fiscal year to dredging in Belle Pass Channel, repairs to jetties at Belle Pass entrance channel and to removal of obstruction. The estimate of \$15,000 included in the maintenance table on page 31 of the committee hearings is for application to maintenance dredging in the Larose to Gulf of Mexico section during April 1946.

The pending river and harbor bill, S. 35, in section 5, provides for the following investigations relative to Bayou Lafourche:

1. Bayou Lafourche, La., from the Gulf of Mexico to Leeville or to Golden Meadow.

2. Bayou Lafourche, La., from Donaldsonville to the Intracoastal Waterway, via Bayou Boeuf, Assumption Parish, or other streams, in the interest of navigation, flood control, beneficial uses of water, malarial control, prevention of stream pollution, and of the location of locks at the head of said bayou at or near Donaldsonville, La.

The first item provides for an investigation of the lower 20 miles of the bayou, while the second item refers only to the upper section between Donaldsonville, at the head of the bayou, and its junction with the Intracoastal Waterway at Lockport, mile 56. It appears that neither of these proposed studies contemplates consideration of the section of the bayou between Lockport, mile 56, and Golden Meadow, about mile 85. Should you deem it advisable the necessary authority for an investigation covering the entire waterway could be provided by the adoption of a resolution by the Senate Committee on Commerce requesting the Board of Engineers for Rivers and Harbors to review previous reports on Bayou La Fourche, La., with a view to determining whether any modification of the existing project is advisable at this time. Upon receipt of such request and authorization of the surveys contained in the pending bill, the Department would be in position to make a comprehensive study of this stream.

Other Projects Remaining to be Completed (pp. 24 and 27 of the committee hearings)

	<i>Amount required to complete</i>
Gulf Intracoastal Waterway, Apalachee Bay, Fla., to the Mexican border-----	\$5, 096, 000
This amount includes \$1,000,000 for work in the New Orleans District, comprising the construction of a permanent bridge at Paris Road crossing of Louisiana State Highway No. 61 at an estimated cost of \$800,000, and construction of bulkheads and jetties at Chef Menteur and The Rigolets, if required, at an estimated cost of \$200,000.	
Bogue Chitto-----	30, 000
This project was adopted in 1890 and provides for securing a channel 3 feet deep from the mouth to near Summit, Miss., 100 miles. The channel is completed for about 80 miles, no work having been done since 1909. Total costs have been \$14,913 for new work and \$12,930 for maintenance.	

Other Projects Remaining to be Completed (pp. 24 and 27 of the committee hearings)—Continued

	<i>Amount required to complete</i>
Bayou Grossetete-----	\$100,000
The work involves the widening of the stream between mile 10.3 and mile 29 from 40 feet to the project width of 60 feet which work is not required for present commerce.	
Bayou Teche-----	100,000
The work required to complete this project is the widening of the channel from the present width of 60 feet to the project width of 80 feet between mile 50 and New Iberia and from the present width of 50 to 60 feet above New Iberia to Keystone Lock, which work is not required for present commerce.	
Waterway from White Lake to Pecan Island-----	9,000
Work on this project providing for a channel 40 feet wide and 5 feet deep, via the existing canal, with suitable protective works at the entrance, has been completed with the exception of the protective works in the lake, which are not presently required.	
Calcasieu River and Pass-----	3,400,000
This amount provides for the extension of the existing jetties from the 12- to the 15-foot contour in the Gulf of Mexico, if deemed necessary to assist in maintenance of the navigation channel.	
Vinton Waterway-----	14,000
This project provides for a channel 9 feet deep and 60 feet wide from the intersection of the Vinton waterway with the Lake Charles deep-water channel to a turning basin of the same depth at Vinton. The project was authorized subject to the condition that local interests furnish, free of cost to the United States, rights-of-way for the waterway, and suitable spoil-disposal areas, and agree to construct public terminal facilities. It is understood that, due to the decline of traffic, local interests are no longer sufficiently interested to provide rights-of-way and dumping privileges. No work has therefore been done. This waterway was originally excavated in 1927 by the local drainage district as a combined drainage and navigation improvement at a reported cost of \$239,391.	

Water hyacinths survey: A comprehensive study of the hyacinth problem has been authorized by resolution adopted on February 6, 1945, by the House Committee on Rivers and Harbors requesting the Board of Engineers for Rivers and Harbors to review the report on water-hyacinth obstructions submitted in House Document No. 91 (55th Cong., 3d sess.), with a view to determining—

"a. Whether any expansion of the scope of operations, or any change in the method now employed, for exterminating and removing the hyacinth plants and other marine vegetable growths from the waters of Louisiana, and such other States as are affected, is advisable at this time;

"b. The nature and extent of the various public benefits that would accrue from such extermination and removal, and

"c. The amount of local cooperations that may be warranted by reason of the local benefits."

The resolution further resolved that "this action be taken with the view of determining the estimated cost of permanently eliminating the hyacinth plants and other marine vegetable growths from these streams, and that the cooperation of the Fish and Wildlife Service of the Department of the Interior, and of the Department of Agriculture and the United States Public Health Service be solicited, since the aforementioned obstruction of such streams affects the fishing industry, agriculture, and health conditions."

The resolution has been received and referred to the Board of Engineers for Rivers and Harbors and action is being taken towards the initiation of the necessary field surveys for this comprehensive study. In connection with the field surveys public hearings will be held locally to accord all affected interests full opportunity to present their views on the hyacinth problems. The field officers will gladly notify you of the time and place of the hearings as soon as arrange-

ments therefor are completed. After careful consideration of the views of local interests and of the several Federal agencies mentioned in the committee resolution, the basic report in response thereto will be completed and submitted by the field officers as expeditiously as possible consistent with the primary requirements of the war program. As you know, upon receipt of the report it will be referred to the Board of Engineers for Rivers and Harbors for review as required by law, prior to its transmission to Congress with the recommendations of the Department.

In order that the offices concerned may be apprised of your interest in these projects and surveys, I am referring copies of this letter to the Board of Engineers for Rivers and Harbors, the Division Engineer of the Lower Mississippi Valley Division, and the district engineer at New Orleans. Should further information be desired at any time regarding the Department's program of operations in Louisiana, you may be sure that this office will gladly furnish any information available upon request.

Sincerely yours,

E. REYBOLD,
Major General,
Chief of Engineers.

REMOVAL OF JETTISONED AMMUNITION FROM MISSISSIPPI RIVER NEAR
WESTWEGO WHARF IN NEW ORLEANS, LA.

Senator OVERTON. Now, there has been some complaint come to me in reference to some shells, eight 3-inch 50-calibre shells thrown overboard by Navy personel from the steamship *James G. Maguire* at Westwego wharf, New Orleans, about 50 feet from the base of the wharf. They apprehended some danger in connection with those shells being thrown in the river that some day they might explode and cause loss of life and damage to property.

So I wrote you about it and you wrote me a letter in which you said that the situation described is extremely rare and that you have the view that appropriations for this purpose are not necessary because the probability is that these shells never will explode, and the cost is very heavy to have them removed.

I would like to insert that letter in the record.

Senator THOMAS of Oklahoma (presiding). Without objection, the letter will go in the record.

(The letter referred to is as follows:)

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS.
Washington, February 16, 1945.

HON. JOHN H. OVERTON,
United States Senate, Washington, D. C.

MY DEAR SENATOR: Receipt is acknowledged of your letter February 10, 1945, relative to past correspondence of this office with Mr. E. S. Pennebaker, manager, Texas Pacific-Missouri Terminal Railroad of New Orleans, concerning the removal of jettisoned ammunition from the Mississippi River at a berth of the railroad's Westwego wharf in New Orleans. You request preparation of a draft of amendment to the War Department civil functions bill that will give the War Department authority and funds to do work of this character.

On April 24, 1944, eight 3-inch 50-caliber shells were thrown overboard by naval personnel from the steamship *James G. Maguire* at a point about 50 feet from the face of Westwego wharf. In the correspondence of Mr. Pennebaker with this office he expressed his reluctance to undertake necessary dredging at the berth unless he could be advised that the hazard was negligible.

Situations of this type are extremely rare, only four having come to the attention of this office, including the present case and one other in New Orleans. The other case at New Orleans was very similar to the situation at Mr. Pennebaker's wharf. Four 3-inch 50-caliber shells were thrown into the Mississippi River from the steamship *Spokane* berthed at the Market Street docks on March

16, 1943. Search by divers failed to locate the shells and, upon inquiry by the New Orleans Dock Board, the Navy Department advised that there was "very little probability" of detonation by dredging. In October of 1943 the dock board dredge *Dirie* dredged over the area to a depth of 33 feet without incident. In addition this Department dredged by contract in the project channel past the wharves with the dredge *George W. Catt* to a depth of 35 feet, also without incident. Both of these dredges are of the hydraulic cutter type, which is understood to be the type of plant that Mr. Pennebaker might use.

You will appreciate that the location and removal of isolated objects such as these is highly impracticable. Failure to locate such objects by the use of divers and detecting devices would necessitate dredging the entire berth or slip at a total cost to the United States entirely out of proportion to the risk of damage to private dredging plant. It is therefore suggested that it might be more appropriate for the railroad company to dredge its slip in the normal manner with any resulting damage to dredging plant by contact with any explosive element being made the subject of a claim or legislation for private relief.

Very truly yours,

E. REYBOLD,
Major General, Chief of Engineers.

QUESTION AS TO NEED FOR APPROPRIATION TO REMOVE UNEXPLODED SHELLS FROM RIVERS

Senator OVERTON. Do you feel there ought to be some appropriation to cover cases where it may be necessary to remove shells and other objects that are apt to explode from streams, especially near large ports—that may explode sometime in the future at the unexpected moment—which you have no funds for that purpose?

General REYBOLD. No, sir. I would say those cases are so remote we should not have any contingent fund for the purpose. If there is a boat sunk with ammunition on board, we have authority to raise it with the funds for removing wrecks for which we have a fund. Colonel Goethals, how much are we asking for this year, \$200,000?

Colonel GOETHALS. Yes.

Senator OVERTON. May I inquire under what circumstances would those shells be thrown overboard?

Colonel GOETHALS. As reported from the field, Senator, they were apparently stored close to some steam pipes on the boat and the night-watch, not knowing how to handle them, got alarmed over the situation and had the shells thrown overboard. That is the story as reported.

Senator OVERTON. How many were thrown overboard?

Colonel GOETHALS. Eight.

Senator OVERTON. Were the shells equipped with a firing device?

Colonel GOETHALS. I don't know what kind they were.

General ROBINS. In a normal case we could proceed against the man under the law, if he is creating an obstruction to navigation, but these are buried in the river. This is not an obstruction to navigation.

Senator FERGUSON. This is a sailor in the Navy. He is putting foreign substance into the waterway.

Senator OVERTON. The Navy Department really ought to remove them.

General REYBOLD. I would forget it.

Senator, we have some more charts.

Senator THOMAS of Oklahoma (presiding). It is obvious we cannot complete the hearing this morning. The Senate bell is ringing.

AMENDMENT SUBMITTED BY SENATOR O'DANIEL

I will hand you a letter to Senator McKellar from Senator O'Daniel. Will you please take this letter and be prepared to explain it and make a reply to it? Senator O'Daniel will probably be here tomorrow. (The letter referred to follows:)

UNITED STATES SENATE,
January 27, 1945.

Hon. KENNETH MCKELLAR,
United States Senate, Washington, D. C.

DEAR SENATOR MCKELLAR: My constituents in Texas, after the flood-control bill was reported on the floor, requested me to secure action on an amendment reading as follows:

Viz: On page 5, before the period in line 14, insert a colon and the following: "*and provided further*, That the provisions of this section and the provisions of section 8 of this Act shall not apply to any reservoir or dam constructed on any stream which lies wholly within the State of Texas or which receives at least ninety per centum of its flow from within such State."

Senator Overton did the best he could on this, but was unsuccessful in having it included in the bill in conference. The first time appropriation legislation comes up in connection with the flood-control bill, I will greatly appreciate it if you will keep this matter in mind with a view to seeing if anything can subsequently be done in the committee. Provisions of this kind were included in the flood control bill of 1930.

Assuring you of my appreciation for your cooperation in the matter, I am
Very sincerely yours,

W. LEE O'DANIEL,
United States Senator, Texas.

Senator OVERTON. Let me say that the reference in the letter is not to a page in the appropriation bill. The reference made in the letter is to a page in the Flood Control Act passed last year.

What Senator O'Daniel desires is in the State of Texas not to use certain water for irrigation purposes and not to permit the sale of it to the State or the municipalities for domestic use.

Senator THOMAS of Oklahoma (presiding). The committee will stand recessed until 10:30 tomorrow morning. We will try to complete your testimony tomorrow.

(Whereupon, at 12:15 p. m., an adjournment was taken until tomorrow, Thursday, March 1, 1945 at 10:30 a. m.)

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1946

THURSDAY, MARCH 1, 1945

UNITED STATES SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D. C.

The subcommittee met at 10:30 a. m., pursuant to adjournment on yesterday, Senator Elmer Thomas of Oklahoma, chairman of the subcommittee, presiding.

Present: Senators Thomas of Oklahoma (presiding), Overton, Gurney, Reed, and Ferguson.

Present also: Senator O'Daniel.

CORPS OF ENGINEERS

Senator THOMAS of Oklahoma (presiding). The committee will be in order. Yesterday I was handed a letter indicating that Senator O'Daniel had a matter he desired to present to the committee. I gave the letter to General Reybold and asked him to look it over so that he might make some statement if proper in connection with the hearing today; and I asked Senator O'Daniel to come before the committee to make such statement as he may deem proper.

So, Senator O'Daniel, you may proceed.

STATEMENT OF HON. W. LEE O'DANIEL, A UNITED STATES SENATOR FROM THE STATE OF TEXAS

PROPOSED AMENDMENT EXCLUDING TEXAS FROM PROVISIONS OF SECTION 6 OF FLOOD CONTROL ACT

Senator O'DANIEL. Mr. Chairman, this amendment is one which has been suggested by Mr. C. S. Clark, chairman of the Texas Board of Water Engineers. He wired me under date of November 25 last year,

We urge your support of the O'Mahoney and Millikin amendments to rivers and harbors bill and flood-control bill now pending before Senate. These amendments necessary to protect interests of the State of Texas and of the present and future appropriations of water from Texas streams.

Now, as far as I can tell, there has been no objection offered to this. The only reason it has not been adopted and included in the former bills is because request was made too late. The bills had

already progressed to such a state that the amendment could not be added. That is the information I have. I took the matter up with Mr. Overton and Mr. McKellar and they had no objections to the amendment, but the bill had simply progressed to such a stage that it could not be added except in conference and that was a rather awkward way to approach the problem.

The amendment suggested by Mr. Clark, of Texas, is as follows:

On page 5—

This is referring to the flood-control bill at that time—

On page 5, before period in line 14 insert a colon and the following: "*And provided further*, That the provisions of this section and the provisions of section 8 of this act shall not apply to any reservoir or dam constructed on any stream which lies wholly within the State of Texas or which receives at least 90 percent of its flow from within such State."

I presume that everyone connected with or familiar with the bill knows the meaning of that.

EFFECT OF PROPOSED AMENDMENT

Senator THOMAS of Oklahoma. Will you state very briefly just what the effect of the amendment will be if it is adopted or incorporated in the bill?

Senator O'DANIEL. All that I could state is that it means just exactly what it says—it looks like it is very simple. It simply means that the provisions in the bill will not apply to any reservoir or dam constructed on any stream which lies wholly within the State of Texas or which receives 90 percent of its flow from within such State. All I know in addition to that is that those who are familiar with the State of Texas realize we have a rather large domain down there which makes Texas a little bit different from some of the smaller States, in that many of the streams originate and flow entirely within the boundaries of the State of Texas and some of them, at least 90 percent, is within the boundaries of the State of Texas, and it is felt it is largely a Texas project and should be excluded from the provisions as applied to the interstate streams.

Senator OVERTON. Senator, you recall I took the matter up before the conferees that had charge of either the rivers and harbors or the flood-control bill, one or the other, laid the matter before them and the conferees would not agree to it. They had a number of reasons. First, they did not think there ought to be any distinction made between Texas and other States, and they could not see why Congress should deny the State of Texas and its subdivisions the right to have their lands irrigated with surplus water from these reservoirs; and also deny the right to its citizens to be sold surplus water if they wanted to buy surplus water from each dam, to the municipalities and for domestic uses. They just wouldn't agree to it.

I am just telling what happened.

Senator O'DANIEL. I didn't know there was any objection to the amendment at all. I was under the impression that it was a reasonable amendment and there was no objection to it; that the only reason it had not been included was because it was not taken up at the proper time. The information you just now gave me about there being objections to it in conference, is the first objection I had known of.

Senator OVERTON. Well, I think to make out a case, in the first place, you should point out why it is that Texas should not get the benefit of the disposition of surplus waters for irrigation purposes. That is what that amendment of yours would mean.

Senator O'DANIEL. Is there objection in this committee to the inclusion of the amendment?

Senator OVERTON. I don't know.

Senator THOMAS of Oklahoma. It has not been presented to the committee, Senator.

Senator O'DANIEL. Well, I have presented it just as it was sent to me by Mr. Clark, chairman of the water committee in the State government, and if there is any objection I would like to have an opportunity to notify Mr. Clark to be here and go into the matter fully.

Senator THOMAS of Oklahoma. Well, we might ask the engineers what their reaction in the matter is; then you could determine what you want to do after you hear from them.

General Reybold, have you given consideration to the letter submitted to you yesterday, and do you care to make any suggestions with respect to it? If so, we will be glad to hear them.

PREVIOUS SIMILAR AMENDMENTS

Senator O'DANIEL. Pardon me. I am also of the impression that an amendment of this nature has been included in former bills without any objections.

Senator THOMAS of Oklahoma. I couldn't answer that.

Senator O'DANIEL. That was also explained to me by someone in Texas familiar with this.

SECTION 6 OF FLOOD CONTROL ACT OF 1944

General REYBOLD. Mr. Chairman, I have before me section 6 of the bill as finally passed and approved by the President. It might be well at this time that it be placed in the record.

Senator THOMAS of Oklahoma. Without objection, section 6 of the bill identified will be placed in the record at this point.

General REYBOLD. This is in the Flood Control Act of December 1944. It is Public Law 534 of the Seventy-eighth Congress, second session. Section 6 reads:

That the Secretary of War is authorized to make contracts with States, municipalities, private concerns, or individuals at such places and on such terms as he may deem reasonable for domestic and industrial uses for surplus water that may be available at any reservoir or dam under the control of the War Department, provided that no contract for such water shall adversely affect then existing lawful uses of such water. All moneys received from such contracts shall be deposited in the Treasury of the United States as miscellaneous receipts.

That is the end of the quotation.

The interpretation of that provision is that in the construction of a reservoir if a State or municipality or private concern or individual wished to have storage space provided in the construction of a dam and reservoir for the purposes indicated, they may do so; otherwise there is nothing to compel them to do so.

EFFECT OF PROPOSED AMENDMENT

Senator THOMAS of Oklahoma. In the event the amendment suggested by Senator O'Daniel should be incorporated in the bill, what effect would that have on your present program?

General REYBOLD. It would exclude the State of Texas from the provisions of section 6 of the bill.

Senator O'DANIEL. On certain terms?

General REYBOLD. On certain terms.

Senator O'DANIEL. On streams wholly within the State of Texas, or that derive their flow—90 percent of their flow—from within the State of Texas.

General REYBOLD. That is correct. It would also exclude the State of Texas from the provisions of section 8, which, insofar as the Corps of Engineers is concerned, is a matter relating to the Reclamation Service, which provides for the disposition of surplus waters stored in our dams for irrigation purposes, and something on which the War Department has no comment whatever to make.

Senator OVERTON. General, do you understand as to what benefit Texas and its people would derive by being excluded from these provisions of the Flood Control Act? They will be denied the right to enjoy the surplus water in a dam by purchase and also in the other section by irrigation, even though the stream has its origin in Texas, as I understand it. I thought maybe you would have some information.

General REYBOLD. I can see no advantage to it whatsoever.

ENDORSEMENT BY STATE BOARD OF PROPOSED AMENDMENT

Senator O'DANIEL. Here is another telegram from Mr. Clark, as follows:

Provisions of sections 6 and 8 of flood-control bill wholly unacceptable to Texas. Earnestly recommend amending the bill so as to provide that provisions of these sections would not apply to any reservoir or dam constructed on any stream lying wholly within Texas or any stream receiving as much as 90 percent of its flow from within the State. Precedent for making such exclusion found in section 3, Flood Control Act of 1938, which recognizes superior rights of Texas and Oklahoma on Red River.

Evidently those who are charged with the responsibility of handling the provisions of water in Texas think that there is something favorable to Texas by this amendment.

Senator REED. Who is Mr. Clark?

Senator O'DANIEL. Mr. Clark is chairman of the State Board of Water Engineers of the State of Texas.

QUESTION AS TO COMMITTEE JURISDICTION TO CONSIDER PROPOSED AMENDMENT

Senator OVERTON. Of course, it is not obligatory on them to accept it. The Federal Government does not force the use of this water on the State of Texas, or any of its subdivisions, or people. That is just a matter of contract with the Secretary of War as to the use of it under section 6, and also under an arrangement with the Department of the Interior as to the irrigation there and the use of the water.

Now, let me make this suggestion, Senator O'Daniel: I think an amendment of this character really ought to come before the committees that deal with flood control or with rivers and harbors. We are going to have a river and harbor bill at this present session. That is, it is within contemplation of Judge Mansfield, who is chairman of the Rivers and Harbors Committee in the House, and also in contemplation of the Senate Committee on Commerce.

If an amendment of this character is introduced in this new bill, then it would be considered by those committees that have jurisdiction over that. This, of course, is an appropriation committee and legislation on appropriations, and it is a rather difficult proposition for us to handle it as members of the Appropriations Committee.

Senator O'DANIEL. Well, of course, I understood it was to come before the Flood Control Committee and we took it up with you, but it was too late.

Senator OVERTON. Yes; it was on the floor.

Senator O'DANIEL. I thought it was a purely noncontroversial subject—to which there was no objection, and I have heard of none so far—in this committee.

Senator THOMAS of Oklahoma. We will ask the engineers if they do have any objections to incorporating this amendment into this bill.

General REYBOLD. It is really something that we can hardly express an opinion on one way or the other, Senator.

Senator REED. Legislation on an appropriation bill is subject to a point of order unless you give notice to suspend the rules.

Senator O'DANIEL. Well, I was invited over here to present this because it had been taken up with Mr. Overton, but unfortunately it was not taken up in time to be handled on the floor, and, consequently, Mr. Overton referred it to Mr. McKellar, and thinking it was purely noncontroversial, I came over here just to ask that it be included in this bill which is before the committee if there was no objection.

Senator THOMAS of Oklahoma. I would suggest that it be left over for executive session. I have no feeling about it one way or the other. I do know generally that it is not a desirable way to treat legislation.

Senator O'DANIEL. We would like to get it enacted as early as possible by adding it to this bill, where it would be enacted at an early date. If we postpone it until there is another river-and-harbor bill or flood-control bill, that will take much more time.

Senator THOMAS of Oklahoma. If the House initiates the legislation we can consider it without suspending the rule, but if we adopt the provision and then go before the Senate, we have to serve notice.

The rules provide if a point of order is made we will have to move to suspend the rules. Then if it comes under a suspension of the rules we can offer the amendment on its merits.

QUESTION AS TO RESERVING RIGHTS TO STATES UNDER SECTION 4 AS TO RED RIVER BASIN

I share your viewpoint, but I am doubtful if the section referred to in your wire is the one that is in point. You refer to section 3 of the Flood Control Act of 1938. Section 4 of the act that I have

just referred to under the Red River Basin heading—reads as follows:

The Government of the United States acknowledges the right of the states of Oklahoma and Texas to continue to exercise all existing proprietary or other rights of supervision of and jurisdiction over the waters of all tributaries of Red River within their borders above Denison Dam site and above said dam, if and when constructed, in the same manner and to the same extent as is now or may hereafter be provided by the laws of said states, respectively, and all of said laws as they now exist or as same may hereafter be amended or enacted and all rights thereunder, including the rights to impound or authorize the retardation or impounding thereof for flood control above the said Denison Dam and to divert the same for municipal purposes, domestic uses, and for irrigation, power generation and other beneficial uses, shall be and remain unaffected by or as a result hereof. All such rights are hereby saved and reserved for and to the states and the people and the municipalities thereof, and the impounding of any such waters for any and all beneficial uses by said states or under their authority may be as freely done after the passage hereof as the same may now be done.

Inasmuch as that provision seeks to protect certain rights to the two States and their people, it occurs to me we ought to go very carefully before we tack it on an appropriation bill. I would like to consult the authorities in my State before I would agree to it. As long as this is in the statute books it protects our State pretty well and before this is acted upon I would like to have a little time to go into it.

Senator O'DANIEL. I think this amendment will extend that same protection to the State of Texas in any new legislation that is passed since that was enacted. Any new legislation enacted after the flood-control bill of 1938 ought to carry that protection right on through as provided in this proposed amendment now under discussion.

Senator THOMAS of Oklahoma. So long as your amendment doesn't mention Oklahoma, I am not inclined to object to it myself.

Senator O'DANIEL. We would have no objection to including Oklahoma in the amendment.

Senator THOMAS of Oklahoma. Well, I would want to consider that pretty carefully, because we get water from Kansas, Arkansas, New Mexico, and Texas coming through my State and I would want to consider it pretty thoroughly before I would pass on it.

Senator O'DANIEL. Inasmuch as you haven't had time to go into this, Mr. Thomas, it is perfectly satisfactory to me to postpone action and have Mr. Clark come up here to explain it thoroughly, if he desires to do so.

Senator THOMAS of Oklahoma. Well, I am reasonably sure we cannot complete hearings on the bill this week. If he could be here by Tuesday morning I am sure the committee will be glad to hear him.

Senator O'DANIEL. Thank you. I will be very glad to take it up with him.

Senator THOMAS of Oklahoma. Well, with that understanding we won't do anything further on it until then.

Senator O'DANIEL. All right. Thank you very much, Mr. Chairman.

CORPS OF ENGINEERS

STATEMENTS OF MAJ. GEN. E. REYBOLD, CHIEF OF ENGINEERS,
WAR DEPARTMENT; AND COL. GEORGE R. GOETHALS—Resumed

Senator THOMAS of Oklahoma (presiding). Now, General Reybold, yesterday you had not completed your charts. If you have some further explanation of them we would be glad to have you do that.

General REYBOLD. Yes, sir. We will be glad to complete our subject.

FLOOD CONTROL

PRELIMINARY EXAMINATIONS AND SURVEYS

History of appropriations

Colonel GOETHALS. This chart was prepared to illustrate the history of appropriations with respect to funds provided for preliminary examinations and surveys for flood-control work. Going back to 1939, these rectangles represent the individual years and these figures at the left side are in millions of dollars.

You will note 1939 was a time when the appropriation acts of that period provided a ceiling of \$3,000,000 for this purpose. Due to various committee resolutions and flood-control acts, we got so far behind in making those reports scheduling them properly that in 1940 we asked to exceed the ceiling and Congress that year gave us \$6,000,000.

Following 1940 this work got under way and was gradually cleaned up, so that the amounts granted in the succeeding years are successively lower.

I might mention that in 1942, through Presidential order and budgetary restrictions, we were allowed only to initiate preliminary examinations and surveys and review reports under certain conditions therein specified, so that there has been a falling off in the later years due to that reason.

This right-hand rectangle represents the amount in the bill now on the table for consideration, and it illustrates very well that in the year we are about to face, we are in very much the same condition we were just before 1940. We have had the impact of a new flood-control act, and a new river and harbor bill, as you know, now awaiting Presidential action.

Senator THOMAS of Oklahoma. Are there any questions that any member of the committee desires to make?

ADVANCE PLANNING NOT INCLUDED

Senator GURNEX. Colonel, may I ask you, have you preliminary plans and surveys completed on some projects—quite a few projects—that are available for the starting of work as soon as the war is over?

Colonel GOETHALS. Right there I would like to distinguish, if I may, Senator, this chart refers only to preliminary examinations and surveys that Congress directs us to make in order that they can be considered for inclusion in an authorization bill later. These funds are not concerned with the advance planning.

Senator GURNEY. I understand that.

Colonel GOETHALS. I am coming to that in a moment.

Senator GURNEY. All right. Fine. Thank you.

MISSOURI VALLEY EXCLUSION

Senator OVERTON. Is there any restriction in the Budget report—was the Missouri Valley excluded from preliminary examination and survey?

Colonel GOETHALS. No, sir; only with respect to advance planning.

CENTRAL VALLEY EXCLUSION

Senator OVERTON. Now, the Central Valley streams, were they excluded?

Colonel GOETHALS. Not as far as preliminary examination and surveys go.

Senator OVERTON. All right.

FLOOD CONTROL

AMOUNT OF GENERAL WORK PROPOSED COMPARED WITH PRE-WAR AMOUNT

Colonel GOETHALS. This next chart was prepared to give a graphic representation of the amount of flood control, general, work we were doing just before the war, shown by this circle, and the amount of flood control, general, work proposed with the estimates now on the table. The red in each case represents construction work and the balance represents other phases of work that go on every year. Note that in 1940 construction was about 95 percent of all the work. After construction was curtailed, the funds for advance planning show up in a larger percentage.

For 1946 construction work would be only a shade over 50 percent, and the other elements as indicated.

Senator THOMAS of Oklahoma. A much smaller amount today.

Colonel GOETHALS. Yes; because virtually all new construction work has been held up by the War Production Board.

Senator GURNEY. On a ratio of 130 to 14, cut down to 10 percent during wartime?

Colonel GOETHALS. Yes, sir.

STREAMS INCLUDED IN 1944 ACT THAT WERE EXCLUDED FROM SUPPLEMENTAL ESTIMATE FOR FLOOD CONTROL ADVANCE PLANNING

Senator OVERTON. What streams and rivers authorized by the Flood Control Act of December 24, 1944, have been excluded from final plans by the Bureau of the Budget?

Colonel GOETHALS. Temporarily, until they make a further determination on that point, their letter releases planning throughout the

whole country except in the Central Valley of California, in the Missouri River Basin and on Farm Creek, Ill.

Senator OVERTON. All right.

STATUS OF WORK ON ADVANCE PLANNING

Colonel GOETHALS. This next chart was prepared to show graphically the status of our work on advance planning. This line is divided into 6-month periods. This point is up to December 1944. This point is up to June 1945, and so on.

This left scale represents millions of dollars of construction cost. This line represents the funds furnished for advance planning up to the present time—at the end of December 1944.

We have designed, and with the blueprints ready to go to contractors, \$273,000,000 worth of construction work, and this curve is continued to show what we will have at the present tempo of advance planning to the end of December 1946.

In other words, by June of this year we will have \$580,000,000 worth of work ready to go ahead. This curve represents the amount of funds which we need for advance planning.

Prior to December 1944, Congress had provided this figure of \$27,000,000 for advance planning. In the bill now before you there is an item of \$2,000,000 for advance planning which would bring it up to this line. In the supplemental estimates presented to the Budget, as brought out yesterday, in General Reybold's testimony, we have asked for \$2,000,000 for the balance of the year 1945 and \$8,000,000 for the fiscal year 1946.

So that, taking any 6-month period, this chart shows the additional amount of planning funds needed, measured by the distance between this line [indicating] and this line [indicating] in order to effect design performance for a certain corresponding amount of work in the upper line.

EFFECT OF REDUCTION IN ESTIMATE FOR ADVANCE PLANNING

Senator THOMAS of Oklahoma. You will have to cut it down now because you requested \$8,000,000 and the Budget only authorized five.

Colonel GOETHALS. For 1946, that is correct, sir.

Senator THOMAS of Oklahoma. So that chart would have to be decreased in that proportion.

Colonel GOETHALS. So that by the end of December 1946, instead of getting an additional eight millions as requested, we would have only five, or a point somewhere in here, somewhere short of this line. We would fail to keep up the pace at which we are working and at which we have laid the work out.

Senator THOMAS of Oklahoma. Are there any further questions on that chart?

If not, you may proceed, sir.

Colonel GOETHALS. Those are all the charts, sir.

Senator THOMAS of Oklahoma. General Reybold, have you further suggestions to contribute to the hearing? If not, I desire to ask some questions. This may be off the record.

(Discussion off the record.)

Senator OVERTON. Let me ask the general one or two questions in connection with the report of the Bureau of the Budget.

AUTHORITY FOR CENTRAL VALLEY CONSTRUCTION

The Bureau of the Budget in its estimate denied any funds for final planning on Central Valley Authority streams authorized by the Flood Control Act of 1944, is that correct?

General REYBOLD. That is correct, sir.

Senator OVERTON. Now, General, was it not quite a controversial matter as to whether those works in the Central Valley should be constructed by the War Department through the Chief of Engineers, or should be constructed by the Department of the Interior through the Bureau of Reclamation?

General REYBOLD. That is correct, sir. There was a controversial issue involved in that matter.

Senator OVERTON. And considerable testimony taken before the committees of Congress on that subject?

General REYBOLD. Yes, sir.

Senator OVERTON. In considering that bill.

General REYBOLD. Yes, sir.

Senator OVERTON. The Congress resolved that the streams on which projects had been recommended by the Chief of Engineers in the Central Valley authority should be constructed by the War Department through the Chief of Engineers. That is what the act of 1944 provides, is it not?

General REYBOLD. Yes, sir.

Senator OVERTON. All right. Now, there is, is there not, pending in the Congress, the bill to constitute a Missouri Valley Authority?

General REYBOLD. There is such a bill; yes, sir.

Senator GURNEY. Senator, could you get the background in there, too, that the controversy as between the Bureau of Reclamation and the Army engineers as to which was the proper agency to handle the development in the Missouri Valley was also resolved by Congress and the Army engineers were fully authorized to complete all the necessary works on the main stem and the Bureau on the tributaries. Isn't that correct, General?

General REYBOLD. That is correct.

Senator OVERTON. That was agreeable to both the Army engineers and the Bureau of Reclamation.

Senator GURNEY. All settled in a very fine manner, satisfactory to Congress, as I understand it.

Senator OVERTON. That is correct. Went through without opposition.

Senator GURNEY. That is correct.

QUESTION AS TO CONSIDERATION OF PROJECTS EXCLUDED FROM ADVANCE PLANNING

Senator OVERTON. Since that time there has been introduced in the Senate a bill to constitute the Missouri Valley Authority—that is correct, there is pending such a bill?

General REYBOLD. That is correct, sir.

Senator OVERTON. All right. Those are the two streams that have been excluded by the Bureau of the Budget from any final blueprinting, that is, the streams in the Central Valley, which is very controversial, as you stated a while ago, and the Missouri Valley. There is an effort being made to convert the whole Missouri Basin into some planned authority along the lines of T. V. A.

General REYBOLD. As I indicated yesterday, in order to keep the record clear, I will read again the last sentence in the letter signed by the Director of the Bureau of the Budget to the Secretary of War which states, and I quote:

Further advice will be furnished concerning the remaining projects listed with your letters of January 5 and January 13, as the questions connected therewith are resolved.

Senator FERGUSON. And those two letters did take up the very project that Senator Overton is talking about?

General REYBOLD. Yes, sir; that is correct. They are referring to the projects that have been excluded from this advance planning program, namely, the Central Valley of California, the Missouri Valley and Farm Creek, Ill.

AMOUNT OF APPROPRIATION REQUESTED FOR PROJECTS EXCLUDED

(See p. 75)

Senator GURNEY. What was your request of the Budget Bureau in dollars for advance planning for each project?

General REYBOLD. A total of about \$4,000,000.

Senator GURNEY. Could you separate them in amounts for each project?

Senator FERGUSON. Is your letter in the record—the two letters in the record, that you wrote to the Budget Director?

Colonel GOETHALS. They are on page 131 and 132 of the hearings of the House Appropriation Committee Senator, and we have also furnished copies of them for your record here.

Senator GURNEY. Do they give the amounts?

Colonel GOETHALS. They give the amounts by different projects.

Senator OVERTON. I think what the Senator wants is a break-down between the Central Valley and the Missouri Valley.

Senator FERGUSON. Yes; he wants a break-down. Could you give us the total amount requested for the Missouri Valley and the total amount requested for the Central Valley?

Senator GURNEY. We can put it in the record later.

General REYBOLD. Yes, sir; there are several items. We can incorporate those items and the advance planning funds requested into the record, if you so wish.

Senator GURNEY. Would that include all the dams we heard so much about during the hearings before the Commerce Committee, such as Gavin's Point, Fort Randall, and Oahe?

General REYBOLD. And Garrison.

Senator GURNEY. And Garrison. Could you name them in their order, starting at the lower end?

Colonel GOETHALS. In the Missouri River Basin the funds we asked for include amounts for Missouri River local protection projects, the

Garrison Reservoir, the Oahe Reservoir, and the Fort Randall Reservoir, and that is all, sir, at this time.

(The information requested appears on p. 75.)

STATUS UNCHANGED OF DEVELOPMENT PROGRAM

Senator GURNEY. You didn't ask for funds for Gavin's Point?

Colonel GOETHALS. Not at this time.

Senator FERGUSON. Was there any reason you only asked for some and not for others?

Colonel GOETHALS. Because the work would be progressive and this was considered sufficient for the fiscal year just ahead of us.

Senator FERGUSON. In other words, you could not have touched the other work anyway, even though you had the money?

Colonel GOETHALS. That is right, sir.

Senator GURNEY. Does that mean at all that you are changing your general plan and are leaving out any of the other dams?

Colonel GOETHALS. Not at all, sir.

GAVIN'S POINT AND OTHER MISSOURI BASIN PROJECTS

Senator GURNEY. Then Gavin's Point is still in the picture as it was when we considered the authorizing legislation last year?

Colonel GOETHALS. Yes.

Senator GURNEY. And, in fact, all the other parts of the full development program on the main stem are just as they were when we passed the flood control bill?

Colonel GOETHALS. Yes, sir.

Senator GURNEY. Thank you.

ESTIMATED AMOUNTS TO COMPLETE ADVANCE PLANS IN OKLAHOMA

Senator THOMAS of Oklahoma. On page 132 you give a break-down of the amount of money estimated to be necessary to complete plans and specifications for flood control. I notice four or five dams in my State of Oklahoma, for example, Markham Ferry Reservoir, \$100,000; is that the estimated amount necessary to complete surveys and get up plans and specifications for advertising?

General REYBOLD. Yes, sir; to complete the plans.

Senator THOMAS of Oklahoma. For Wister the amount is \$90,000. Is that for the same purpose?

General REYBOLD. Yes.

Senator THOMAS of Oklahoma. Now, there is no estimate of amounts necessary to complete surveys for Fort Gibson. Am I correct in assuming that the plans are complete on Fort Gibson?

General REYBOLD. Yes, sir; they are complete.

Senator THOMAS of Oklahoma. There are others that have been authorized for years in that area, for example, is the survey complete on Manford?

General REYBOLD. It is in progress.

Senator THOMAS of Oklahoma. There is no estimate for it here.

General REYBOLD. No, sir.

OPPOSITION TO PROJECTS BECAUSE OF INUNDATION DAMAGE

Senator THOMAS of Oklahoma. There is no insistence that these projects be rushed to completion.

General REYBOLD. That is correct, sir.

Senator THOMAS of Oklahoma. As a matter of fact, there is considerable opposition to some of them. The oil companies that have wells in the reservoir areas claim that it will damage them by inundating the land and forcing them to revise their plans of producing oil. However, if those dams are constructed up in Kansas and they are operating properly it would look like it would make it almost necessary for us to have control of those on the Verdigris River. The question is whether the land inundated is more valuable than the damage.

General REYBOLD. That is always the question.

Senator THOMAS of Oklahoma. The people above the dam, as a rule, are against the dam.

General REYBOLD. Yes, sir.

Senator REED. We have four dams on the Verdigris River in Kansas. There is opposition, very strenuous opposition, to all of them. It is even more intense up in the Blue Valley.

Senator THOMAS of Oklahoma. You shove your water down on my State, which makes it just that much worse. If we could sort of divide up this damage a little bit.

PRACTICE OF ENGINEERS AS TO SEQUENCE OF DAM CONSTRUCTION

Senator GURNEY. General, I notice that the Missouri River main stem dams listed on page 132 of the House hearings list Garrison, Oahe, and Fort Randall. Does that indicate to a layman that it is the Army engineers' plan to build dams at the top of the river first, rather than downstream first? Is that the best engineering practice?

General REYBOLD. That is generally so; yes, sir.

Senator GURNEY. But you are not specific at the moment in saying that the Garrison Dam, for instance, would be built ahead of the others further downstream?

General REYBOLD. I don't think we have established a priority on the construction of those dams yet.

General ROBINS. Not definitely, but in this particular stream where there is silt and difficulties in the work it would be a big advantage from an engineering standpoint to build the Garrison Dam first.

Senator GURNEY. And in that way to hold back the water so that it would be easier to build dams downstream?

General ROBINS. Yes, sir; it would be cheaper.

GAVIN'S POINT DAM PROJECT AS AN EXAMPLE

Senator GURNEY. In the regular run of things, Gavin's Point Dam is the last one downstream in the series of dams; is that right; and therefore to be built last? Is that in the plan, and is that the reason you haven't asked for funds at this time?

General ROBINS. That is one reason. The other is we haven't got the manpower to carry on all the plans for all of them simultaneously. Gavin's Point is a reregulating dam and I think in the ordinary course

of events the last one to be actually built. If we had the manpower and the money we would go ahead on all of them simultaneously. Of course, they are all authorized by the Congress. We have been ordered to build them and we will build them all, unless Congress decides otherwise.

LENGTH OF TIME REQUIRED TO COMPLETE PLANS FOR PROJECTS EXCLUDED

Senator GURNEY. Following through on that, how many years or what length of time would it take, say, to complete the plans for Garrison?

General ROBINS. About 2 years, I should say.

Senator GURNEY. And would the plans for Oahe and Fort Randall be completed in the same 2 years?

General ROBINS. We are trying to carry them all together.

Senator GURNEY. Then possibly next year, or the year after, you would come with a request for Oahe—that would depend on the manpower available, wouldn't it?

General ROBINS. Yes, sir; it depends on the circumstances.

Senator GURNEY. Then if you have this appropriation for these three dams you have requested now, you would have the plans available for showing to the contractors, the blueprints, et cetera, say, in the summer of 1947?

General ROBINS. Yes, sir. We have more information about the Garrison Dam than we have for Oahe, and also, we can get the Fort Randall Dam ready to go quicker than the Oahe. We will be in a position to start the Garrison and the Fort Randall Dams certainly within 2 years, and probably portions of the work for those two dams before that.

QUESTION AS TO AMOUNT OF APPROPRIATION REQUIRED FOR FIRST YEAR OF CONSTRUCTION ON GARRISON AND FORT RANDALL DAMS

Senator GURNEY. What do you feel, as soon as the war is over and as soon as construction can be started, would be a reasonable amount of money that you could estimate now could be spent in the first year of construction on Fort Randall and on Garrison?

General ROBINS. Senator, I would hesitate to answer that offhand. I can put a statement in the record.

Senator GURNEY. Would it be a large amount?

General ROBINS. It will be a sizable amount.

Senator GURNEY. Would it employ a lot of men?

General ROBINS. Yes, sir; it would.

Senator GURNEY. What do you mean by a lot? Five thousand, or ten thousand?

General ROBINS. We could put two or three thousand men to work at each place very promptly.

Senator GURNEY. Thank you. If you will furnish for the record the amount that could be spent in the first construction year, it would be fine, I am sure, as a matter of information. That is all.

(The information requested is as follows:)

Amounts of funds that could be profitably expended in the first year of construction on the Garrison and Fort Randall Reservoirs and estimates of employment that would be provided with these funds

	Amount of funds	Estimated employment
Garrison Reservoir.....	\$15,000,000	Man-years 3,800
Fort Randall Reservoir.....	10,000,000	2,500

BACKLOG OF FLOOD CONTROL AND RIVER AND HARBOR PROJECTS

Senator THOMAS of Oklahoma. General Reybold, on a former occasion I addressed a letter to you asking you your reaction to getting together a number of desirable projects that will be built anyway in all probability and have the surveys completed on such projects ready for immediate construction in the event the labor situation demanded it and in the event Congress would agree to that program, and you have indicated in reply you were working on that program and you will be ready at any time at the request of Congress to submit a breakdown of the desirable projects and an estimated amount of their cost, and you are still working on that.

General REYBOLD. Yes, sir; I can give you that list at any time; and, as indicated by Colonel Goethals, by the end of this fiscal year, June 30, we will have plans available for \$580,000,000 worth of flood-control work.

Senator THOMAS of Oklahoma. And how much on river and harbor work?

General REYBOLD. We now have on the books \$170,000,000 worth of work that could proceed.

Senator FERGUSON. What would that mean in manpower?

General REYBOLD. \$580,000,000, Senator, aggregates 558,000 man-years of employment.

Senator FERGUSON. And what is the other?

General REYBOLD. \$170,000,000 on rivers and harbors; I cannot give you that.

Colonel GOETHALS. It would be about a third of that.

Senator FERGUSON. A third of that?

Colonel GOETHALS. Yes, sir; roughly, 190,000 man-years.

STATUS OF PROPOSALS TO REIMBURSE STATES FOR LOSS OF TAXES

Senator THOMAS of Oklahoma. General, at former hearings the matter has been brought up of the fact that when these reservoirs are built a vast amount of land is taken off the tax rolls. At one time we were advised that the real-estate department was working on some plan to submit to Congress, or a suggestion of a plan, of reimbursing the States, the counties, and townships for the loss of taxes. Has your department considered that matter any further, or has that been turned over to some other department of the Government?

General REYBOLD. I cannot tell you at the moment the status of that proposal. I will be glad to find out and place it in the record, if you so desire.

Senator THOMAS of Oklahoma. In the Tennessee Valley a special bill was passed by the Congress diverting a certain percent of the sale of power to the States and counties to reimburse them for lost taxes, and I am just wondering whether such proposal should not be considered to reimburse the States where these big dams and reservoirs will be constructed.

Many thousands of acres of land are taken off the tax rolls, yet there is no provision in the law whereby any of the States and counties to be affected can be reimbursed. I am constantly importuned by letters and otherwise to get something done about it.

Senator GURNEY. I might say, Mr. Chairman, that the Committee on Public Lands and Surveys, of which Senator Hatch is chairman, has appointed a subcommittee which will start hearings very soon on that very matter.

Senator THOMAS of Oklahoma. Then, do I understand your committee is initiating the legislation?

Senator GURNEY. It will be broader than just land covered by water that is backed up from a dam, and include also land taken from the tax rolls by the purchase of submarginal lands, Indian lands, et cetera.

Senator THOMAS of Oklahoma. Would it cover lands taken by the war effort on sites for training fields and plants and factories?

Senator GURNEY. That is right, and I will be glad to bring it to your attention, because I am a member of the subcommittee and that is a matter where dam construction does take it off the tax rolls.

BREAK-DOWN OF AMOUNT OF DIRECT APPROPRIATION IN BILL

Senator THOMAS of Oklahoma. I would like to put in the record now a break-down of the amount of money carried in this bill, as it came to this committee from the House of Representatives. I will ask this statement be placed in the record, and I will refer to it briefly. Let me say the total amount carried in the bill is \$99,165,940. That is made up of the following items:

The break-down of the direct appropriation of \$99,165,940 recommended by the House bill is as follows:

Quartermaster Corps: Cemeterial expenses	\$1, 658, 700
Signal Corps: Alaska communication system	227, 840
Corps of Engineers:	
Rivers and harbors	\$41, 358, 000
Flood control, general	14, 037, 000
Flood control, Mississippi River and tributaries	30, 000, 000
Emergency fund for flood control on tributaries of Mississippi River	500, 000
Flood control, Sacramento River, Calif.	2, 050, 000
Miscellaneous civil works	12, 000
	87, 957, 000
U. S. Soldiers' Home	1, 213, 600
The Panama Canal:	
Maintenance and operation	\$4, 137, 000
Sanitation, quarantine, hospitals, etc.	1, 734, 200
Civil government	1, 377, 000
Construction of additional facilities	810, 600
	8, 108, 800
Total, direct appropriations in bill as recommended to the Senate	99, 165, 940

PURPOSE AND STATUS OF EMERGENCY FUND

Senator THOMAS of Oklahoma. Referring to this item of emergency fund for flood control of tributaries of the Mississippi River, \$500,000, there is a place in my State close to Fort Gibson on the Arkansas River where one of the tributaries has suffered a great damage by the river breaking through and it is threatening to break through again. If it does it will extend the bed of the river and destroy several thousand acres of land. This matter has been called to the attention of Colonel Wilson at Tulsa. If it is desirable to try to protect that land, this \$500,000 is not at all sufficient. What do you say about that matter? Will that cover the items you have in mind, the developments that will occur in the next 12 months with respect to stopping a river where it is trying to go haywire?

General REYBOLD. No, sir. That fund is for the purpose of repairing levees that have been damaged as a result of recent floods. We have now \$1,000,000 in our Mississippi River fund available for this purpose. This \$500,000 supplements that fund for emergency repairs applied to privately owned levees, et cetera.

Senator GURNEY. And to municipal works of all kinds, does it not?

General REYBOLD. Any protective works that have been constructed against floodwaters. You will recall, Senator, that after the floods on the Missouri River last year, the upper Mississippi River and other streams throughout the country, it was necessary to come before the committee with a request for \$12,000,000, which was promptly appropriated to enable us to make repairs to the levee systems.

Senator FERGUSON. And you would have to come to the committee if the emergency arose today?

General ROBINS. We have about \$1,500,000 left from that appropriation, Senator.

ALLOCATION TO ARKANSAS RIVER

Senator THOMAS of Oklahoma. In connection with the point we just raised, I would like to read one paragraph from a report that has been submitted to me,

In January 1941 the east bank of the Arkansas River was approximately a thousand feet west of U. S. Highway No. 271 in section 30, township 10 north, range 27 east. This portion of the river is commonly known as the Braden Bend. At the present time the river at this location has moved within 10 feet of the highway, and it is the general opinion that the Arkansas River, in the event of another large rise, will leave its present course and come east into the Poteau River—

In a case of this kind, what is the recommendation of the engineers? How can they handle that? Will it take a survey and an authorization of a special appropriation to correct that situation, or have you funds that could be used to make the survey and make a recommendation? How can that be handled?

General REYBOLD. We have just allocated \$100,000 for that work from an existing fund.

Senator THOMAS of Oklahoma. For that particular project?

General REYBOLD. Yes, sir.

Senator THOMAS of Oklahoma. You think that will do the work for the present and give you the information as to what should be done later on; is that your idea?

General REYBOLD. That is as much as we can do now.

Senator THOMAS of Oklahoma. Is that for the lack of funds?

General REYBOLD. That is for the lack of funds and authority, yes, sir. We do not have authorizations or funds to build extensive permanent bank protection at this point but we think that this work will afford temporary protection.

Senator THOMAS of Oklahoma. I am glad to know that, because the matter is under consideration. The Governor of my State has brought it to the attention of yourself, or General Robins, and I know he brought it to the attention of Colonel Wilson, at the Tulsa office. I will revert that to them.

AMOUNT OF APPROPRIATION REQUESTED

Now, in connection with this statement I have just put in the record, the break-down of the direct appropriation of \$99,165,940, will that 99 million plus the five million we have a supplemental budget estimate for, would that cover about the amount of money you recommend this bill be voted for?

General REYBOLD. Yes, sir; in the hopes that we get an additional million dollars for flood-control advance planning in connection with our 1945 plans.

Senator THOMAS of Oklahoma. We understand that is to come along under the deficiency bill. I think there were five deficiency bills passed last year, which means in all probability there will be two or three passed this year, so if there comes an occasion for emergency money you will have a chance to present your regular request.

AMOUNT OF APPROPRIATION REQUESTED FOR NEW YORK AND NEW JERSEY CHANNELS

General REYBOLD. I have one other item that I think might be considered; one referred to by Senator Mead yesterday.

Senator THOMAS of Oklahoma. You may proceed to discuss that.

General REYBOLD. The matter of increasing the fund allowed by the Bureau of the Budget in connection with the New York-New Jersey rock excavation job in New York Harbor.

We believe that an additional appropriation should be made. As I indicated yesterday, I have good reason to believe that the Bureau of the Budget would approve that now as a result of the urgency presented by the Navy Department.

TOTAL AMOUNT OF APPROPRIATIONS RECOMMENDED FOR FLOOD-CONTROL ADVANCE PLANNING

Senator GURNEY. Of course, General, you recommend not only this \$1,000,000 that is coming down presumably in another Budget estimate, and the \$5,000,000, and the \$99,000,000, but also you recommend, or you would approve, passage by the Congress of the additional funds to cover your original request completely to the Budget Bureau?

General REYBOLD. That is correct, sir, including the Missouri River, the Central Valley of California, and Farm Creek, Ill.

CAPACITY TO HANDLE PROJECTS RECOMMENDED

Senator GURNEY. Would it extend your department beyond reason if you had to handle all the projects included in the original request to the Budget Bureau?

General REYBOLD. No, sir; I believe we could accomplish the work.

Senator OVERTON. I would like to ask something off the record.

(Discussion off the record.)

AVAILABLE MANPOWER

Senator FERGUSON. General, would you have the manpower to do this all?

General REYBOLD. We believe so; yes, sir.

Senator FERGUSON. Even with the shortage that the Army claims we have in manpower, you would have it to do all these projects?

General REYBOLD. Yes, sir.

Senator FERGUSON. That is very interesting.

General REYBOLD. Well, it is the particular kind of manpower that is applied to this class of work, Senator. It is mostly of the professional type and the older type of men who do this work, and who under existing draft regulations—

Senator FERGUSON. But isn't there some military work that they could be doing?

General REYBOLD. Their military work is right up to scratch, insofar as my department is concerned.

Senator FERGUSON. No; I meant in relation to the war effort.

General REYBOLD. Well, I think you would have to consider each and every individual involved in this work to know whether he could be better applied to the war effort than to this class of work, or whether his application to this class of work is interesting with the war effort.

Senator FERGUSON. As I understand it, the Government policy is now to permit no planning for post-war industrial work. We are in a war, and the effort's in the winning of the war. And all of the reconversion plans have been stayed for the time being.

Now, these projects that the Army has connection with, are, as I them, very similar to those industrial projects. I am all in favor of having work so that if our industrial set-up cannot take it, cannot employ our people, we have something for them to do, but I don't think that we ought to take labor that could be doing our industrial planning for the future, planning it for the public, and therefore create a situation where we are in a position to do it from a public standpoint, but not from an industrial or civilian standpoint.

Surely these same engineers would be able to fit somewhere in our civilian picture.

General REYBOLD. Well, Senator, you must remember that all the work we are prosecuting is by direction of Congress, every bit of it.

Senator FERGUSON. I appreciate that. I am just asking about the manpower.

General REYBOLD. We think we have the manpower without interference with the war effort. That is my judgment.

Senator FERGUSON. And without interfering with the civilian effort for the future?

General REYBOLD. I mean with the entire war effort.

Senator FERGUSON. Well, I am talking about the future in the civilian line; the industrial future of America.

General REYBOLD. Why, I think these projects will be of great advantage to employment if and when this war ceases.

Senator FERGUSON. But doesn't this come first? Doesn't our industrial set-up, our private enterprise set-up, come first? Don't we want to create that machine so that it can do the job?

General REYBOLD. Well, do what job?

Senator FERGUSON. The job of employing America.

General REYBOLD. I am afraid you are getting into a deep subject, Senator. That is a question you gentlemen of the Congress will have to solve.

Senator FERGUSON. No. That is the trouble. We should not be solving it in Congress. We should have our people outside helping to solve it instead of us just trying to solve it. We have got our job to do on it, but we have got to look outside for the manpower to do it.

Now the question is, Are we going to use the manpower in the Government and keep it away from the industrialists and the whole business set-up? That is what I asked you yesterday; how many men do we have. Did you find that out, General?

General REYBOLD. No, sir; that is quite a job. We are working on it. We will incorporate it in the record.

(The information referred to appears on p. 75.)

Senator FERGUSON. All right. Thank you.

Senator THOMAS of Oklahoma. Is it not a fact if the personnel of your organization was to take up the task of planning for private employment you would have to release them from the Army in order for them to do that? You could not assign them to private planning and conversion without letting them out of the Army?

General REYBOLD. We would have to release them.

Senator FERGUSON. But many of these men, as I understand it, Mr. Chairman, are not in uniform.

General REYBOLD. This work is practically all done by our civilian personnel.

Senator FERGUSON. Yes, civilian personnel, which would mean that the Government paid them.

General REYBOLD. Oh, yes.

Senator FERGUSON. There is my point. Why should the Government be paying them if our civilian people can use them?

DEFERMENTS NOT REQUESTED

Senator THOMAS of Oklahoma. I think you said yesterday none of your men were deferred because of their connection with your organization.

General REYBOLD. We are not asking for any deferments at all.

Senator THOMAS of Oklahoma. The men you employ are, for one reason or another, not suitable for military service?

General REYBOLD. That is correct.

Senator THOMAS of Oklahoma. If they are, they are subject to the draft boards throughout the United States.

PROBLEM AS TO UTILIZATION OF AVAILABLE MANPOWER

Senator FERGUSON. Mr. Chairman, we are working on a war manpower bill right now, to try to get them into factories. We haven't enough, the Army says, to produce our munitions. It is not a question of getting them in the Army. It is a question of getting them into the industries, and the question is are we keeping them out on Government projects as civil-service employees, where we could let them go into the war industries and produce?

Senator OVERTON. The solution of that problem rests entirely in the hands of Congress. If in the pending legislation we make provision to take in our civilian engineers—that is, under certain rules—they will have to be taken in industrial development. That is going to be solved in this bill that is enacted.

Senator FERGUSON. We hope it is going to be solved, Senator Overton.

General REYBOLD. I tried to explain yesterday that this Nation-wide organization of ours is of continuing importance. I don't think you could completely close down the department. There are certain laws that have been enacted by Congress that must be administered under the present set-up by the Secretary of War and the Chief of Engineers on our navigable streams. That must be a going concern.

Senator FERGUSON. Here is the point: We don't want to take labor from the industrial set-up producing munition of war, which the Army tells us they are behind in. I am using the Army's argument that we haven't the manpower in America under the present situation to produce our war supplies. Are there any men in the Army that we can release or any men in these civilian employees, that is the civil-service employees, that we can release to our industrial set-up to help produce the munitions of war? That is what I have in mind.

General REYBOLD. I think they would have been there by now if they were trained in that work. So many of our people are professional engineers who do this work. I don't think you would want to take a professional engineer and put him in overalls to work over an anvil in a factory.

Senator FERGUSON. Well, we have got to get this production.

General REYBOLD. I agree with you.

Senator FERGUSON. I think we would do a better job to take those than some of the people we are trying to take in industry. We need them as supervisors. That is where they say we don't have the know-how.

THE PANAMA CANAL

STATEMENT OF BERNARD F. BURDICK, CHIEF OF OFFICE AND
GENERAL PURCHASING OFFICER, THE PANAMA CANAL

AMOUNT OF APPROPRIATIONS IN BILL

Senator THOMAS of Oklahoma. There is one other item in this break-down in relation to money for the Panama Canal. The break-down is as follows:

Maintenance and operation, \$4,137,000; sanitation, quarantine, hospitals, et cetera, \$1,784,200; civil government, \$1,377,000 and construction of additional facilities, \$810,600.

We have Mr. Burdick present from the Panama Canal and I would like to have him make a brief statement as to whether or not these items are satisfactory and whether or not he has any suggestions for amendments, increases, decreases, or otherwise.

AMOUNT FOR DREDGING

Mr. BURDICK. Mr. Chairman, the bill as it passed the House is substantially as the Budget estimates submitted to the House Appropriations Committee. There is one change, a reduction of \$20,000, which affects our dredging.

The estimates represented the best judgment of the men in the field. However, there is no mathematical certainty as to the amount of dredging that can be done. It depends to some extent on how much dredging the Panama Canal does for the Army and the Navy. We are satisfied with the bill as it passed the House.

Senator THOMAS of Oklahoma (presiding). Are there any questions to be submitted to Mr. Burdick?

QUESTIONS AS TO INTERMINGLING OF FUNDS

Senator FERGUSON. This question of the intermingling of the funds of the various agencies down there, are you familiar with that?

Mr. BURDICK. Somewhat, sir. That may not be a misleading statement, but it is a statement that is not commonly understood, I believe.

Senator FERGUSON. As I read some of this language it indicates that the G. A. O. claim that they just cannot audit the cash items because of the intermingling of funds. Is that a fair statement or is that a misleading statement?

Mr. BURDICK. I won't say it is an intentionally misleading statement, but it is not a commonly understood statement. The Panama Railroad Company, as you know, operates as an adjunct of the Panama Canal and has from the time the Canal Zone was taken over. At that time they had separate accounting departments, separate auditors, and separate collecting and disbursing officers.

In setting up the permanent organization at the end of the construction period the Congress decided that these functions of the two organizations should be combined for economy and efficiency reasons.

Senator FERGUSON. In your opinion did that accomplish what we intended by that legislation, that we created both efficiency, and economy by consolidation?

Mr. BURDICK. Yes, sir; very definitely. For instance, in the handling of funds alone it would be necessary to build the vaults and offices for the other paymaster and the other collector, if each of the organizations had its own collector and paymaster. That would represent a capital investment, I believe, of one or two hundred thousand dollars. A collector for each of the organizations, a paymaster for each, and a comptroller for each would also involve unnecessary continuing costs.

Senator FERGUSON. You don't think that one of each of those could do it and keep the funds separate so that they could be audited separately?

Mr. BURDICK. They could be kept separately, I suppose, if we had separate vaults for them.

FACILITIES FOR COUNTING CASH IN AUDITING

Senator FERGUSON. It would not necessarily need separate employees. The same people could do the work. The thing comes down, as I read it here, they claim they just cannot audit. That leaves a vacuum so far as the auditing of the cash is concerned, because under the law they have the right to audit—

Mr. BURDICK. Let me say, Senator, those books are open to the General Accounting Office employees. They are free to examine them when they are down there.

The question of physically counting the cash is really the one thing that is involved. Now, the General Accounting Office makes an audit and determines there should be so much Panama Canal cash there. Commercial accountants have been auditing the Panama Railroad since 1910 and were doing it at the time the Congress enacted the law under which the General Accounting Office audits the accounts of the Panama Canal. Those two annual audits are made and each one determines how much cash there should be in the vaults for the account of the organization whose accounts are covered by the report of audit.

Now, if there is not an amount of cash equivalent to those two sums, something is wrong, isn't there?

Senator FERGUSON. Well, I would think so. Very seriously wrong.

Mr. BURDICK. If I audit one and make a certificate as to what that is, and you audit another and make a certificate, you can go and count the cash and see whether it is there?

Senator FERGUSON. Well, now, that is the question. Does somebody count the cash to see that your totals are there?

Mr. BURDICK. The Comptroller of the Panama Canal does; however, I don't believe that the General Accounting Office does that.

Senator FERGUSON. That is what they say. They don't do it, and they say they can't do it.

Mr. BURDICK. They could have counted the cash when they were down there and said our records show there should be so many millions of dollars there, or so many hundreds of thousands of dollars there, belonging to the Panama Canal, and that the report of audit of the Panama Railroad by the commercial accountants shows there should be a certain amount of money, equivalent to the balance in the vaults, belonging to the railroad.

Senator FERGUSON. Then you think the office of the Comptroller General—that is the G. A. O. office—could count the total cash, take the other man's figures, plus their own figures, and determine whether or not there was a shortage?

Mr. BURDICK. Yes, sir. He could say, "I cannot personally vouch for the correctness of these figures in the report of audit of the railroad; nevertheless, I have counted the cash, and I find there is or there is not in the vaults an amount equal to the sum of the two totals."

Senator FERGUSON. Then I am going to try to find out from the General Accounting Office why they couldn't do that. That would solve this problem, unless the Congress wants to give to the G. A. O. the complete auditing of the railroad, as well as the other.

SITUATION NOW COVERED BY SECTION 5 OF THE GEORGE BILL

Mr. BURDICK. That has been done, sir, by section 5 of the George bill.

Senator FERGUSON. You think that is covered now?

Mr. BURDICK. Yes.

Senator FERGUSON. Oh, well, all right, if we have solved this whole problem by the George bill which was signed yesterday.

Mr. BURDICK. Well, that changes it, considering, as the Congress has, that it is the better way.

Senator FERGUSON. Well, then, the General Accounting Office will have no trouble in counting the cash under the George bill.

Mr. BURDICK. Certainly not; and neither the Canal nor the railroad has any objection to an audit at any time. We have used in the railroad an audit which has been considered of more help to the board of directors and officials in the operation of the organization by the use of audits and recommendations by an outstanding firm of commercial accountants. That is particularly true since the railroad is essentially a business organization.

Senator THOMAS of Oklahoma (presiding). Have you any further suggestions to make?

Mr. BURDICK. No further suggestions.

Senator THOMAS of Oklahoma (presiding). Are there any further questions to be addressed to General Reybold?

(There was no response.)

Senator THOMAS of Oklahoma (presiding). If not, without objection, we will take a recess until 10:30 Tuesday morning, and complete the hearings if there is anything further to be submitted.

MISSOURI RIVER DEVELOPMENT PROGRAM

ADVANCE PLANNING

(See p. 10)

(Senator Gurney submitted for the record the following letter from the Director of the Bureau of the Budget:)

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D. C., February 28, 1945.

HON. CHAN GURNEY,

United States Senate, Washington, D. C.

MY DEAR SENATOR GURNEY: This will acknowledge receipt of your letter dated February 15, 1945, indicating your interest in the proper planning of the Missouri River development program and expressing your hope that the Army engineers' estimates of advance planning funds will be available for consideration by the Senate Committee on Appropriations when the War Department civil functions appropriation bill for 1946 is taken up.

I am pleased to advise you that Bureau of the Budget action on the War Department's requests for additional planning funds is expected to be completed within the next few days so as to permit their consideration in connection with the regular 1946 appropriations. I appreciate the need for preparing as many plans and specifications during the emergency as is possible without diversion of men and materials from the war effort in order that a backlog of the worthy projects may be ready for rapid inauguration of a post-war construction program. You may be assured that this Office will assist to the limit of its authority and within

budgetary requirements in providing for the prompt completion of preliminary work on these projects.

Very truly yours,

HAROLD D. SMITH, *Director.*

FLOOD CONTROL, GENERAL

CERTAIN PROJECTS EXCLUDED FROM SUPPLEMENTAL ESTIMATE FOR ADVANCE PLANNING

(See pp. 33, 61-62)

(In accordance with the subcommittee's request, the Corps of Engineers submitted the following information:)

The projects in the Missouri River Basin, in the Central Valley of California, and on Farm Creek, Ill., which were included in the supplemental Budget estimate for the fiscal year 1946 are as follows:

Missouri River Basin:

Garrison Reservoir, N. Dak-----	\$500, 000	
Oahe Reservoir, S. Dak., and N. Dak-----	250, 000	
Fort Randall Reservoir, S. Dak-----	200, 000	
Missouri River local protection projects-----	450, 000	
Havre, Milk River, Mont-----	28, 000	
Hazen, Knife River, N. Dak-----	2, 000	
Harlem, Milk River, Mont-----	4, 000	
Beulah, Knife River, N. Dak-----	6, 000	
		\$1, 440, 000

Central Valley, Calif.:

Table Mountain Reservoir, Calif-----	200, 000	
Sacramento River, Calif., local protection-----	125, 000	
Folsom Reservoir, Calif-----	125, 000	
Isabella Reservoir, Calif-----	175, 000	
Kings River project, California-----	200, 000	
Terminus Reservoir, Calif-----	175, 000	
Hogan Reservoir, Calif-----	50, 000	
Tuolumne River Reservoir project, California-----	50, 000	
		1, 100, 000

Farm Creek Reservoirs, Ill-----	95, 000	95, 000
		2, 635, 000

EMPLOYEES ENGAGED ON PRELIMINARY EXAMINATIONS, SURVEYS AND CONTINGENCIES AND ON ADVANCE PLANNING FOR FLOOD CONTROL AND RIVERS AND HARBORS, FISCAL YEARS 1942-45, INCLUSIVE

(See pages 7 and 10)

(In accordance with the subcommittee's request, the Corps of Engineers submitted the following information:)

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, D. C., March 6, 1945.

Memorandum to Hon. Elmer Thomas, Chairman, Subcommittee of Committee on Appropriations, United States Senate

In accordance with your request at the recent hearings of the subcommittee on the War Department civil appropriation bill for the fiscal year 1946, H. R. 2126, the following table shows the number of employees of this Department engaged on preliminary examinations, surveys and contingencies and on advance planning for flood control and rivers and harbors during the fiscal years 1942 through 1945, inclusive.

Number of employees during fiscal years

	1942	1943	1944	1945
Rivers and harbors:				
Preliminary examinations, surveys, and contingencies.....	637	478	384	459
Advance planning.....	118	84	340	226
Flood control:				
Preliminary examinations, surveys, and contingencies.....	708	567	1,021	981
Advance planning.....	857	592	1,327	2,032
Total.....	2,320	1,721	3,072	3,698

For the Chief of Engineers:

GEO. R. GOETHALS,
Colonel, Corps of Engineers,
Chief, Civil Works Division.

(Thereupon, at 12:15 p. m., an adjournment was taken until 10:30 a. m. Tuesday, March 6, 1945. No further hearings were held on March 6, but the committee met in executive session.)

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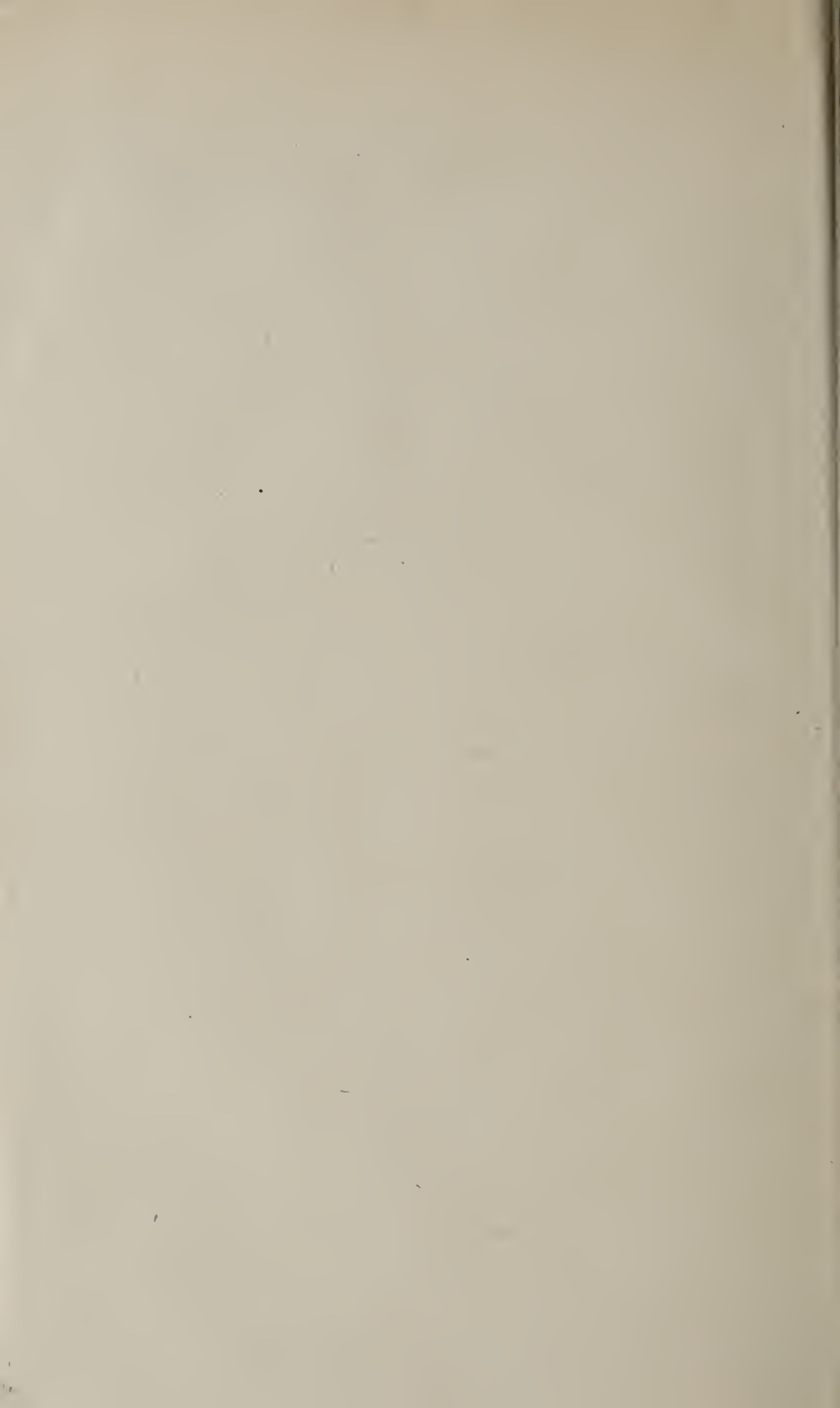
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OFFICE OF BUDGET AND FINANCE
Legislative Reports and Service Section

79th-1st, No. 45a.

DIGEST OF PROCEEDINGS OF CONGRESS OF INTEREST TO THE DEPARTMENT OF AGRICULTURE
(Issued March 12, 1945, for actions of Saturday, March 10, 1945)

(For staff of the Department only)

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SENATE

1. INDEPENDENT OFFICES APPROPRIATION BILL. Appropriations Committee reported with amendments this bill, H. R. 1984 (S. Rept. 88). The Committee amended the bill as follows (for other provisions of interest, see Digests 21 and 24):
 - Budget Bureau: Reduced "salaries and expenses" to \$2,004,532 (House figure, \$2,227,257). Eliminated the \$445,300 item for "national defense activities." Prohibited use of 1946 Budget Bureau funds for maintenance or establishment of regional, field, or any other offices outside D. C.
 - Civil Service Commission. Reduced "salaries and expenses" to \$8,673,882 (House figure, \$9,512,520). Reduced "national defense activities" to \$6,032,000 (House figure, \$7,032,000).
 - Tennessee Valley Authority. Added \$4,000,000 for continued construction of South Holston and Watauga Dams and \$3,000,000 toward construction of a fertilizer-manufacturing plant at or near Mobile, Ala., as soon as WPB approves or in any event within six months after the war.
 - Public Buildings Administration. Reduced maintenance of public buildings in D. C. to \$25,494,000 (House figure, \$26,495,000). Reduced maintenance of public buildings outside D. C. to \$11,500,000 (House figure, \$12,160,000). Required present U. S. furniture to be used in lieu of purchases, so far as practicable, whether or not it corresponds with the present regulation plan for furniture.
 - General provisions. Struck out the provision making appropriations available for attendance at meetings of organizations concerned with the functions of a Government agency. Amended the prohibition against non-official use of Government vehicles by providing that removal of an offender shall be "by the head of the department or establishment concerned." Amended the provision authorizing exchange of equipment, by providing that "any transaction carried out under the authority of this section shall be evidenced in writing and a copy filed with the General Accounting Office." Inserted the following provision: "No part of any appropriation contained in this Act shall be available to pay the salary of any person filling a position formerly held by an employee who has left to enter the armed forces of the United States and has been honorably discharged therefrom and has within forty days thereafter made application for restoration to his former position and has not been restored thereto."
2. WAR DEPARTMENT CIVIL APPROPRIATION BILL. Appropriations Committee reported with amendments this bill, H. R. 2126 (S. Rept. 87). The Committee increased "flood control, general" to \$24,172,000 (House figure, \$14,037,000), and retained the restriction on use of flood-control funds by the Department of Agriculture.

3. SUBSIDIES. S. 502, as reported (see Digest 44), authorizes subsidy payments after July 1, 1945, on obligations incurred before that date and authorizes subsidy payments during the fiscal year 1946 as follows: Foreign materials or commodities (except rubber and its products), \$80,000,000; foreign rubber and its products, \$60,000,000; domestic meats, \$560,000,000; domestic butter, \$100,000,000; domestic flour, \$190,000,000; domestic petroleum and its products, \$290,000,000; and certain metals and other materials, \$188,000,000. Permits use of unused portions, not over 10%, of any of these allocations for making payments on any other enumerated item.

H. R. 2539 (see Digest 44) also authorizes subsidy payments as noted above.

NOT IN SESSION. Next meeting Mon., Mar. 12.

HOUSE

NOT IN SESSION. Next meeting Mon., Mar. 12.

4.

DEBT LIMIT; GOVERNMENT CORPORATIONS. H. R. 2404, which was passed by the House Mar. 8, includes in the debt limit "the face amount of obligations guaranteed as to principal and interest by the United States (except such guaranteed obligations as may be held by the Secretary of the Treasury)."

The Committee report states, "These securities are customarily referred to as guaranteed obligations of the United States and their issuance under certain statutory limitations and conditions has been authorized to finance activities of the following corporations and agencies: Commodity Credit Corporation, Federal Farm Mortgage Corporation... There is an overall limitation in each case as to the amount of guaranteed obligations which each corporation or agency may issue or have outstanding, but your committee is of the opinion that such obligations should not be used as a supplement and in place of regular public-debt obligations."

COMMITTEE HEARINGS Released by G. P. O.

5. INDEPENDENT OFFICES APPROPRIATION BILL, H. R. 1984. Senate Appropriations Com.

6. WAR CIVIL APPROPRIATION BILL, H. R. 1946. Senate Appropriations Committee.

COMMITTEE-HEARING ANNOUNCEMENTS for Mar. 12: S. Appropriations, deficiency bill(ex); H. Foreign Affairs, lend-lease (ex).

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION
BILL, FISCAL YEAR 1946

MARCH 10, 1945.—Ordered to be printed

Mr. THOMAS of Oklahoma, from the Committee on Appropriations,
submitted the following

REPORT

[To accompany H. R. 2126]

The Committee on Appropriations, to whom was referred the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes, report the same to the Senate with various amendments and present herewith information relative to the changes made:

Amount of bill as passed House_____ \$99, 165, 940

Amount of increase by Senate_____ 13, 285, 000

Amount of bill as reported to Senate_____ 112, 450, 940

Amount of regular and supplemental estimates for 1946_ 104, 263, 240

Amount of appropriations, 1945_____ 102, 475, 840

The bill as reported to the Senate—

Exceeds the estimates for 1946_____ 8, 187, 700

Exceeds the appropriations for 1945_____ 9, 975, 100

The break-down of the direct appropriation of \$112,450,940 in the bill recommended by the Committee is as follows:

Quartermaster Corps:

Cemeterial expenses_____ \$1, 658, 700

Signal Corps:

Alaska Communication System_____ 227, 840

Corps of Engineers:

Rivers and harbors-----	\$44, 508, 000	
Flood control, general-----	24, 172, 000	
Flood control, Mississippi River and tributaries-----	30, 000, 000	
Emergency fund for flood control on tributaries of Mississippi River----	500, 000	
Flood control, Sacramento River, Calif-----	2, 050, 000	
Miscellaneous civil works-----	12, 000	
		\$101,242, 000

United States Soldiers' Home----- 1, 213, 600

The Panama Canal:

Maintenance and operation-----	\$4, 137, 000	
Sanitation, quarantine, etc-----	1, 784, 200	
Civil government-----	1, 377, 000	
Construction of additional facilities----	810, 600	
		8, 108, 800

Total, direct appropriations in bill as recom-
mended to the Senate----- 112, 450, 940

The changes in the amounts of the House bill recommended by the
committee are as follows:

INCREASES AND LIMITATIONS

Corps of Engineers:

Rivers and harbors:

Preliminary examinations and surveys----- \$1, 500, 000

The bill as passed by the House includes \$2,000,000 for this purpose. At the Senate hearing, however, the Chief of Engineers testified that the \$2,000,000 contained in the bill as passed by the House did not provide for carrying out any of the preliminary examinations and surveys called for in the recently enacted river and harbor bill, which bill contains provision for some 300 investigations.

He testified further that in order to carry on preliminary examinations and surveys for the items listed in the new river and harbor act, the Corps of Engineers could spend an additional \$1,500,000. The list of projects included in the additional \$1,500,000 appears on pages 20-27 of the Senate hearing.

New York and New Jersey channels----- 1, 650, 000

The bill as passed by the House carries \$1,600,000 for work on the New York and New Jersey channels. It was brought out at the hearings that the Corps of Engineers requested of the Budget Bureau a total of \$3,250,000 for this work during the fiscal year 1946. The Budget allowed \$1,600,000, and the purpose of the committee's amendment is to provide the additional \$1,650,000 requested by the Corps of Engineers.

The funds requested are for dredging and rock removal to afford wider channels for the larger oil tankers now in use.

Corps of Engineers—Continued.

Rivers and harbors—Continued.

It was stated at the hearing that the Navy has been very much interested in the advancement of this work, and that likewise the American Merchant Marine Institute, the Standard Vacuum Oil, and the Shell Oil Co. are interested in it. A letter from Secretary Forrestal to the Secretary of War relative to this project appears in the Senate hearing on pages 42-43.

Total, rivers and harbors.....	\$3, 150, 000
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Flood control, general:

Preliminary examinations and surveys.....	2, 500, 000
---	-------------

The bill as passed by the House includes \$2,000,000 for this purpose. At the Senate hearing, the Chief of Engineers testified that the \$2,000,000 included by the House does not provide any funds for the forty-odd examinations and surveys authorized in the Flood Control Act approved Dec. 22, 1944. He stated that to carry forward this survey program at a moderate rate, including work on the examinations and surveys authorized in the last flood control act, would require a total amount for the fiscal year 1946 of \$4,500,000, or an increase of \$2,500,000 over the House bill. The projects included in the additional \$2,500,000, recommended by the committee, appears on pages 19-20 of the Senate hearing.

Advance planning (preparation of detailed plans and specifications).....	7, 635, 000
--	-------------

(The bill as passed by the House includes \$2,000,000 under this appropriation for advance planning on flood control projects. Of the \$7,635,000 increase recommended by the committee, \$5,000,000 is proposed in a supplemental Budget estimate contained in S. Doc. 11, which was received by the Senate on Mar. 1, 1945. The list of projects included in the \$5,000,000 proposed in the estimate and approved by the committee appears on pages 27-29 of the Senate hearing. The remaining \$2,635,000 recommended by the committee is to provide for advance planning in connection with the following projects:

Missouri River Basin:

Garrison Reservoir, N. Dak.....	\$500, 000
Oahe Reservoir, S. Dak., and N. Dak.....	250, 000
Fort Randall Reservoir, S. Dak.....	200, 000
Missouri River local protection projects...	450, 000
Havre, Milk River, Mont.....	28, 000
Hazen, Knife River, N. Dak.....	2, 000
Harlem, Milk River, Mont.....	4, 000
Beulah, Knife River, N. Dak.....	6, 000
	\$1, 440, 000

Corps of Engineers—Continued.

Flood control, general—Continued.

Central Valley, Calif.:

Table Mountain Reservoir, Calif.-----	\$200, 000
Sacramento River, Calif., local protection-----	125, 000
Folsom Reservoir, Calif.-----	125, 000
Isabella Reservoir, Calif.-----	175, 000
Kings River project, California-----	200, 000
Terminus Reservoir, Calif.-----	175, 000
Hogan Reservoir, Calif.-----	50, 000
Tuolumne River Reservoir project, California-----	50, 000
Farm Creek Reservoirs, Ill.-----	\$1, 100, 000
	95, 000
	2, 635, 000

Total, flood control, general-----	\$10, 135, 000
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Total, Corps of Engineers-----	13, 285, 000
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Purchase of automobiles:

Purchase of used passenger-carrying automobiles:

Under the appropriation "Flood control, Mississippi River and tributaries," as passed by the House, requirement is made that during the fiscal year 1946 only used motor-propelled passenger-carrying vehicles can be purchased. The committee has approved this requirement. However, there are 4 other appropriations in the bill out of which it is proposed in the 1946 estimates to purchase passenger-carrying automobiles. The committee has amended the appropriation language accompanying each of these appropriations so as to provide that only used passenger-carrying automobiles can be purchased during the fiscal year 1946.

Total increase-----	13, 285, 000
Amount of bill as reported to Senate-----	112, 450, 940



79TH CONGRESS
1ST SESSION

H. R. 2126

[Report No. 87]

IN THE SENATE OF THE UNITED STATES

FEBRUARY 15, 1945

Read twice and referred to the Committee on Appropriations

MARCH 10, 1945

Reported, under authority of the order of the Senate of March 8, 1945, by
Mr. THOMAS of Oklahoma, with amendments

[Omit the part struck through and insert the part printed in italic]

AN ACT

Making appropriations for the fiscal year ending June 30, 1946,
for civil functions administered by the War Department,
and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the fiscal year
5 ending June 30, 1946, for civil functions administered by
6 the War Department, and for other purposes, namely:

7 QUARTERMASTER CORPS

8 CEMETERIAL EXPENSES

9 For maintaining and improving national cemeteries,
10 including fuel for and pay of superintendents and the super-

1 intendent at Mexico City, and other employees; purchase
2 of grave sites; purchase of tools and materials; purchase (not
3 to exceed one *used*); repair, maintenance, and operation of
4 passenger-carrying motor vehicles; care and maintenance of
5 the Arlington Memorial Amphitheater, chapel, and grounds
6 in the Arlington National Cemetery, and that portion of Con-
7 gressional Cemetery to which the United States has title
8 and the graves of those buried therein, including Confeder-
9 ate graves, and including the burial site of Pushmataha, a
10 Choctaw Indian chief; repair to roadways but not to more
11 than a single approach road to any national cemetery con-
12 structed under special Act of Congress; for headstones or
13 markers for unmarked graves of soldiers, sailors, and ma-
14 rines under the Acts approved March 3, 1873, February 3,
15 1879, February 26, 1929, and April 18, 1940 (24 U. S. C.
16 279-280b), and civilians interred in post cemeteries; for
17 repairs and preservation of monuments, tablets, roads, fences,
18 and so forth, made and constructed by the United States in
19 Cuba and China to mark the places where American soldiers
20 fell; care, protection, and maintenance of the Confederate
21 Mound in Oakwood Cemetery at Chicago, the Confederate
22 Stockade Cemetery at Johnstons Island, the Confederate
23 burial plats owned by the United States in Confederate
24 Cemetery at North Alton, the Confederate Cemetery, Camp
25 Chase, at Columbus, the Confederate Cemetery at Point

1 Lookout, and the Confederate Cemetery at Rock Island; and
2 for care and maintenance of graves used by the Army for
3 burials in commercial cemeteries, \$1,658,700: *Provided*, That
4 no railroad shall be permitted upon any right-of-way which
5 may have been acquired by the United States leading to a
6 national cemetery, or to encroach upon any roads or walks
7 constructed thereon and maintained by the United States:
8 *Provided further*, That no part of this appropriation shall be
9 used for repairing any roadway not owned by the United
10 States within the corporate limits of any city, town, or
11 village.

12 SIGNAL CORPS

13 ALASKA COMMUNICATION SYSTEM

14 For operation, maintenance, and improvement of the
15 Alaska Communication System, including travel allowances
16 and travel in kind as authorized by law, and operation and
17 maintenance of passenger-carrying vehicles, \$227,840, to
18 be derived from the receipts of the Alaska Communication
19 System which have been covered into the Treasury of the
20 United States, and to remain available until the close of the
21 fiscal year 1947: *Provided*, That the Secretary of War
22 shall report to Congress the extent and cost of any exten-
23 sions and betterments which may be ~~affected~~ *effected* under
24 this appropriation.

CORPS OF ENGINEERS

RIVERS AND HARBORS AND FLOOD CONTROL

To be immediately available and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, and to remain available until expended: *Provided*, That the services of such additional technical and clerical personnel as the Secretary of War may deem necessary may be employed only in the Office of the Chief of Engineers, to carry into effect the various appropriations for rivers and harbors and flood control, surveys, and preparation for and the consideration of river and harbor and flood control estimates and bills, to be paid from such appropriations: *Provided further*, That the expenditures on this account for the fiscal year 1946 shall not exceed \$662,000, and the Secretary of War shall each year, in the Budget, report to Congress the number of persons so employed, their duties, and the amount paid to each: *Provided further*, That any appropriation for civil functions under the Corps of Engineers for the fiscal year 1946 shall be available for contracting in such manner as the Secretary of War may determine to be in the public interest without regard to the provisions of section 3709 of the Revised Statutes or section 3 of the River and Harbor Act of August 11, 1888.

RIVERS AND HARBORS

For the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and navigation; for survey of northern and northwestern lakes and other boundary and connecting waters as heretofore authorized, including the preparation, correction, printing, and issuing of charts and bulletins and the investigation of lake levels; for prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City; for expenses of the California Débris Commission in carrying on the work authorized by the Act approved March 1, 1893, as amended (33 U. S. C. 661, 678, and 683); for removing sunken vessels or craft obstructing or endangering navigation as authorized by law; for operating and maintaining, keeping in repair, and continuing in use without interruption any lock, canal (except the Panama Canal), canalized river, or other public works for the use and benefit of navigation belonging to the United States, including maintenance of the Hennepin Canal in Illinois; for payment annually of tuition fees of not to exceed fifty student officers of the Corps of Engineers at civil technical institutions under the provisions of section 127a of the National Defense Act, as

1 amended (10 U. S. C. 535) ; for examinations, surveys, and
2 contingencies of rivers and harbors; for the execution of
3 detailed investigations and the preparation of plans and
4 specifications for projects heretofore or hereafter authorized;
5 for printing and binding, newspapers, lawbooks, books of
6 reference, periodicals, and office supplies and equipment
7 required in the Office of the Chief of Engineers to carry out
8 the purposes of this appropriation, including such printing
9 as may be authorized by the Committee on Printing of the
10 House of Representatives, either during a recess or session
11 of Congress, of surveys authorized by law, and such surveys
12 as may be printed during a recess of Congress shall be
13 printed, with illustrations, as documents of the next succeed-
14 ing session of Congress, and for the purchase in the fiscal
15 year 1946, of not to exceed two hundred *used* motor-propelled
16 passenger-carrying vehicles and five motorboats: *Provided,*
17 That no part of this appropriation shall be expended for any
18 preliminary examination, survey, project, or estimate not
19 authorized by law, ~~\$41,358,000~~ \$44,508,000: *Provided,*
20 That from this appropriation the Secretary of the War may,
21 in his discretion and on the recommendation of the Chief of
22 Engineers based on the recommendation by the Board of
23 Rivers and Harbors in the review of a report or reports au-
24 thorized by law, expend such sums as may be necessary for
25 the maintenance of harbor channels provided by a State, mu-

1 nicipality, or other public agency, outside of harbor lines and
 2 serving essential needs of general commerce and navigation,
 3 such work to be subject to the conditions recommended by
 4 the Chief of Engineers in his report or reports thereon:
 5 *Provided further*, That no appropriation under the Corps of
 6 Engineers for the fiscal year 1946 shall be available
 7 for any expenses incident to operating any power-driven boat
 8 or vessel on other than Government business.

9 FLOOD CONTROL

10 Flood control, general: For the construction and main-
 11 tenance of certain public works on rivers and harbors for flood
 12 control, and for other purposes, in accordance with the pro-
 13 visions of the Flood Control Act, approved June 22, 1936,
 14 as amended and supplemented, including printing and bind-
 15 ing, newspapers, lawbooks, books of reference, periodicals,
 16 and office supplies and equipment required in the Office of the
 17 Chief of Engineers to carry out the purposes of this appro-
 18 priation, and for the purchase in the fiscal year 1946, of not
 19 to exceed forty *used* motor-propelled passenger-carrying ve-
 20 hicles and one motorboat, and for preliminary examinations,
 21 surveys, and contingencies in connection with the flood con-
 22 trol, ~~\$14,037,000~~ \$24,172,000: *Provided*, That funds appro-
 23 priated herein may be used for flood-control work on the
 24 Salmon River, Alaska, as authorized by law: *Provided*
 25 *further*, That funds appropriated herein may be used to

1 execute detailed surveys, and prepare plans and specifications,
2 necessary for the construction of flood-control projects here-
3 tofore or hereafter authorized or for flood-control projects
4 considered for selection in accordance with the provisions
5 of section 4 of the Flood Control Act approved June
6 28, 1938, and section 3 of the Flood Control Act ap-
7 proved August 18, 1941 (55 Stat. 638) : *Provided further*,
8 That the expenditure of funds for completing the neces-
9 sary surveys shall not be construed as a commitment
10 of the Government to the construction of any project:
11 *Provided further*, That no part of appropriations made
12 available to the Secretary of Agriculture for prelimi-
13 nary examinations and surveys, as authorized by law, for
14 run-off and water-flow retardation and soil-erosion preven-
15 tion on the watersheds of flood-control projects, shall be obli-
16 gated for initiating work upon new projects or for prosecut-
17 ing work upon projects heretofore commenced, unless they
18 accord with priorities specifically approved by the Secretary
19 of War and the Secretary of Agriculture.

20 Flood control, Mississippi River and tributaries: For
21 prosecuting work of flood control in accordance with the pro-
22 visions of the Flood Control Act approved May 15, 1928, as
23 amended (33 U. S. C. 702a), including printing and bind-
24 ing, newspapers, lawbooks, books of reference, periodicals,
25 and office supplies and equipment required in the Office of

1 the Chief of Engineers to carry out the purposes of this
2 appropriation, and for the purchase, in the fiscal year 1946 of
3 not to exceed fifty used motor-propelled passenger-carrying
4 vehicles, \$30,000,000.

5 Emergency fund for flood control on tributaries of
6 Mississippi River: For rescue work and for repair or main-
7 tenance of any flood-control work on any tributaries of the
8 Mississippi River threatened or destroyed by flood, in
9 accordance with section 9 of the Flood Control Act, approved
10 June 15, 1936 (49 Stat. 1508), \$500,000.

11 Flood control, Sacramento River, California: For prose-
12 cuting work of flood control, Sacramento River, California, in
13 accordance with the provisions of Acts approved March 1,
14 1917, May 15, 1928, and August 26, 1937, as modified by
15 the Act of August 18, 1941 (33 U. S. C. 703, 704; 50 Stat.
16 849; 55 Stat. 638-651), \$2,050,000.

17 MISCELLANEOUS CIVIL WORKS

18 Maintenance and Operation, Certain Federal Water
19 Mains Outside the District of Columbia: For the mainte-
20 nance, operation, improvement, extension, and protection of
21 Federal water lines located outside the District of Columbia
22 required to serve nearby Government establishments and
23 facilities with water from the water supply system of the
24 District of Columbia, including interconnections with other

1 water systems for emergency use wherever located, to be
2 immediately available and to be expended under the direc-
3 tion of the Secretary of War and the supervision of the Chief
4 of Engineers, \$12,000.

5 UNITED STATES SOLDIERS' HOME

6 For maintenance and operation of the United States
7 Soldiers' Home, to be paid from the Soldiers' Home per-
8 manent fund, \$1,213,600: *Provided*, That this appropriation
9 shall not be available for the payment of hospitalization of
10 members of the home in United States Army hospitals at
11 rates in excess of those prescribed by the Secretary of War,
12 upon the recommendation of the Board of Commissioners of
13 the home and the Surgeon General of the Army.

14 THE PANAMA CANAL

15 For every expenditure requisite for and incident to the
16 maintenance and operation, sanitation, and civil govern-
17 ment of the Panama Canal and Canal Zone, and construc-
18 tion of additional facilities, including the following: Com-
19 pensation of all officials and employees; foreign and domestic
20 newspapers and periodicals; lawbooks; textbooks and books
21 of reference; printing and binding, including printing of an-
22 nual report; personal services in the District of Columbia, pur-
23 chase (not to exceed twelve *used*), maintenance, repair, and
24 operation of motor-propelled and horse-drawn passenger-car-
25 rying vehicles; claims for damages to vessels, cargo, crew, or

1 passengers, as authorized by section 10 of title 2, Canal Zone
2 Code, as amended (54 Stat. 387) ; claims for losses of or
3 damages to property arising from the conduct of authorized
4 business operations; claims for damages to property arising
5 from the maintenance and operation, sanitation, and civil gov-
6 ernment of the Panama Canal, and construction of additional
7 facilities; acquisition of land and land under water, as author-
8 ized in the Panama Canal Act; expenses incurred in assem-
9 bling, assorting, storing, repairing, and selling material, ma-
10 chinery, and equipment heretofore or hereafter purchased or
11 acquired for the construction of the Panama Canal which are
12 unserviceable or no longer needed, to be reimbursed from
13 the proceeds of such sale; expenses incident to conducting
14 hearings and examining estimates for appropriations on the
15 Isthmus; expenses incident to any emergency arising because
16 of calamity by flood, fire, pestilence, or like character not
17 foreseen or otherwise provided for herein; travel expenses
18 when prescribed by the Governor of the Panama Canal
19 to persons engaged in field work or traveling on official busi-
20 ness; not to exceed \$2,000 for travel and subsistence expenses
21 of members of the police and fire forces of the Panama Canal
22 incident to their special training in the United States; trans-
23 portation, including insurance, of public funds and securities
24 between the United States and the Canal Zone; purchase,
25 construction, repair, replacement, alteration, or enlargement

1 of buildings, structures, equipment, and other improvements;
2 and for such other expenses not in the United States as
3 the Governor of the Panama Canal may deem necessary
4 best to promote the maintenance and operation, sanitation,
5 and civil government of the Panama Canal, and construction
6 of additional facilities, all to be expended under the direction
7 of the Governor of the Panama Canal and accounted for
8 as follows:

9 For maintenance and operation of the Panama Canal:
10 Salary of the Governor, \$10,000; contingencies of the Gov-
11 ernor, to be expended in his discretion, not exceeding \$3,000;
12 purchase, inspection, delivery, handling, and storing of ma-
13 terials, supplies, and equipment for issue to all departments
14 of the Panama Canal, the Panama Railroad, other branches
15 of the United States Government, and for authorized sales;
16 payment in lump sums of not exceeding the amounts author-
17 ized by the Injury Compensation Act approved September
18 7, 1916 (5 U. S. C. 793), to alien cripples who are now
19 a charge upon the Panama Canal by reason of injuries sus-
20 tained while employed in the construction of the Panama
21 Canal; relief payments authorized by the Act approved
22 July 8, 1937 (50 Stat. 478); and not to exceed \$7,200
23 for deposit in the general fund of the Treasury for cost
24 of penalty mail for offices of the Panama Canal in
25 the United States as required by section 2 of the Act of

1 June 28, 1944 (Public Law 364) ; in all, \$4,137,000, to-
2 gether with all moneys arising from the conduct of business
3 operations authorized by the Panama Canal Act.

4 For sanitation, quarantine, hospitals, and medical aid and
5 support of the insane and of lepers and aid and support of
6 indigent persons legally within the Canal Zone, including ex-
7 penses of their deportation when practicable, the purchase of
8 artificial limbs or other appliances for persons who were
9 injured in the service of the Isthmian Canal Commission or
10 the Panama Canal prior to September 7, 1916, additional
11 compensation to any officer of the United States Public
12 Health Service detailed with the Panama Canal as chief
13 quarantine officer, and payments of not to exceed \$50 in
14 any one case to persons within the Government service who
15 shall furnish blood from their veins for transfusion to the
16 veins of patients in Panama Canal Hospitals, \$1,784,200.

17 For civil government of the Panama Canal and Canal
18 Zone, including gratuities and necessary clothing for indigent
19 discharged prisoners, \$1,377,000.

20 Construction of additional facilities Panama Canal:
21 For construction of additional facilities for the improvement
22 and enlargement of the capacity of the Panama Canal, in
23 accordance with the Act of August 11, 1939 (53 Stat.
24 1409), including reimbursements to the appropriations for
25 "Maintenance and operation, sanitation, and civil govern-

1 ment, Panama Canal", in such amounts as the Governor of
2 the Panama Canal shall from time to time determine to be
3 additional costs incurred for the objects specified in said
4 appropriations on account of the prosecution of the work;
5 in all, \$810,600.

6 Total, Panama Canal, \$8,108,800, to be available until
7 expended.

8 In addition to the foregoing sums there is appropriated
9 for the fiscal year 1946 for expenditures and rein-
10 vestment under the several heads of appropriation aforesaid,
11 without being covered into the Treasury of the United States,
12 and to remain available until expended, all moneys received
13 by the Panama Canal during the fiscal year 1946
14 and prior fiscal years (exclusive of net profits for such prior
15 fiscal years) from services rendered or materials and supplies
16 furnished to the United States, the Panama Railroad Com-
17 pany, the Canal Zone government, or to their employees,
18 respectively, or to the Panama Government, from hotel and
19 hospital supplies and services; from rentals, wharfage, and
20 like service; from labor, materials, and supplies and other
21 services furnished to vessels other than those passing through
22 the Canal, and to others unable to obtain the same elsewhere;
23 from the sale of scrap and other byproducts of manufacturing
24 and shop operations; from the sale of obsolete and unservice-
25 able materials, supplies, and equipment purchased or acquired

1 for the operation, maintenance, protection, sanitation, and
2 government of the Canal and Canal Zone; and any net profits
3 accruing from such business to the Panama Canal shall
4 annually be covered into the Treasury of the United States.

5 There is also appropriated for the fiscal year 1946
6 for the operation, maintenance, and extension of water-
7 works, sewers, and pavements in the cities of Panama and
8 Colon, to remain available until expended, the necessary
9 portions of such sums as shall be paid during that fiscal year
10 as water rentals or directly by the Government of Panama
11 for such expenses; and notwithstanding the transfer of the
12 waterworks and sewer systems pursuant to the joint resolu-
13 tion approved May 3, 1943 (Public Law 48), any unex-
14 pended balances of the sums appropriated by this paragraph,
15 together with the unexpended balances of sums appropriated
16 for the same purpose in prior fiscal years, shall be immedi-
17 ately available and shall remain available until expended for
18 the purposes for which appropriated.

19 SEC. 2. No part of any appropriation contained in this
20 Act shall be used directly or indirectly, except for temporary
21 employment in case of emergency, for the payment of any
22 civilian for services rendered by him on the Canal Zone
23 while occupying a skilled, technical, clerical, administrative,
24 executive, or supervisory position unless such person is a
25 citizen of the United States of America or of the Republic

1 of Panama: *Provided, however,* (1) That, notwithstanding
2 the provision in the Act approved August 11, 1939
3 (53 Stat. 1409), limiting employment in the above-
4 mentioned positions to citizens of the United States from
5 and after the date of the approval of said Act, citizens
6 of Panama may be employed in such positions; (2)
7 that at no time shall the number of Panamanian citizens
8 employed in the above-mentioned positions exceed the num-
9 ber of citizens of the United States so employed, if United
10 States citizens are available in continental United States or
11 on the Canal Zone; (3) that nothing in this Act shall pro-
12 hibit the continued employment of any person who shall have
13 rendered fifteen or more years of faithful and honorable serv-
14 ice on the Canal Zone; (4) that in the selection of personnel
15 for skilled, technical, administrative, clerical, supervisory, or
16 executive positions, the controlling factors in filling these
17 positions shall be efficiency, experience, training, and educa-
18 tion; (5) that all citizens of Panama and the United States
19 rendering skilled, technical, clerical, administrative, execu-
20 tive, or supervisory service on the Canal Zone under the
21 terms of this Act (a) shall normally be employed not more
22 than forty hours per week, (b) may receive as compensation
23 equal rates of pay based upon rates paid for similar employ-
24 ment in continental United States plus 25 per centum; (6)
25 this entire section shall apply only to persons employed in

1 skilled, technical, clerical, administrative, executive, or super-
2 visory positions on the Canal Zone directly or indirectly by
3 any branch of the United States Government or by any cor-
4 poration or company whose stock is owned wholly or in part
5 by the United States Government: *Provided further*, That
6 the President may suspend from time to time in whole or
7 in part compliance with this section in time of war or national
8 emergency if he should deem such course to be in the public
9 interest.

10 SEC. 3. No part of any appropriation contained in this
11 Act shall be used to pay the salary or wages of any person
12 who advocates, or who is a member of an organization that
13 advocates, the overthrow of the Government of the United
14 States by force or violence: *Provided*, That for the purposes
15 hereof an affidavit shall be considered prima facie evidence
16 that the person making the affidavit does not advocate, and
17 is not a member of an organization that advocates, the over-
18 throw of the Government of the United States by force or
19 violence: *Provided further*, That any person who advocates,
20 or who is a member of an organization that advocates, the
21 overthrow of the Government of the United States by force
22 or violence and accepts employment the salary or wages for
23 which are paid from any appropriation in this Act shall be
24 guilty of a felony and, upon conviction, shall be fined not
25 more than \$1,000 or imprisoned for not more than one year,

1 or both: *Provided further*, That the above penalty clause
2 shall *be* in addition to, and not in substitution for, any other
3 provisions of existing law.

4 SEC. 4. The Governor of the Panama Canal is hereby
5 authorized to employ by contract or otherwise without regard
6 to section 3709, Revised Statutes, and at such rates (not to
7 exceed \$50 per day for individuals exclusive of necessary
8 travel expenses) as he may determine, the services of
9 architects, engineers, and other technical and professional per-
10 sonnel, or firms or corporations thereof, as may be necessary.

11 SEC. 5. Appropriations for the Military Establishment
12 and for civil functions administered by the War Department
13 for the fiscal year 1946 may be used for carrying
14 into effect the Act entitled "An Act to provide for the settle-
15 ment of claims for damage to or loss or destruction of prop-
16 erty or personal injury or death caused by military per-
17 sonnel or civilian employees, or otherwise incident to
18 activities, of the War Department or of the Army", approved
19 July 3, 1943.

20 SEC. 6. This Act may be cited as the "War Department
21 Civil Appropriation Act, 1946".

Passed the House of Representatives February 13, 1945.

Attest:

SOUTH TRIMBLE,

Clerk.

79TH CONGRESS
1ST SESSION

H. R. 2126

[Report No. 87]

AN ACT

Making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

FEBRUARY 15, 1945

Read twice and referred to the Committee on Appropriations

MARCH 10, 1945

Reported with amendments

DIGEST OF PROCEEDINGS OF CONGRESS OF INTEREST TO THE DEPARTMENT OF AGRICULTURE
(Issued March 13, 1945, for actions of Monday, March 12, 1945)

(For staff of the Department only)

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SENATE

1. INDEPENDENT OFFICES APPROPRIATION BILL, 1946. Began debate on this bill, H.R. 1984, and acted on committee amendments (pp. 2034, 2035-6, 2066-72). Agreed to all committee amendments except those passed over including those for the Federal Power Commission (p. 2068), Federal Works Agency, public works advance planning (pp. 2068-70), Federal Public Housing Authority (p. 2071), and the general provision prohibiting use of any of these funds to pay the salary of any person filling a position formerly held by a man now in the armed services who has been honorably discharged and has within 40 days thereafter made application for restoration to his former position and has not been restored thereto (p. 2072). For provisions of interest see Digests 21, 24, and 45a.
 Sen. McKellar, Tenn., discussed the committee amendment with regard to the provision for assistance to States for Federal activities looking toward planning a post-war public works program (pp. 2068-70).
2. WAR DEPARTMENT CIVIL APPROPRIATION BILL, 1946. Passed as reported this bill, H.R. 2126 (pp. 2034, 2054-6). As passed the bill provides \$24,172,000 for flood control, general, and restricts the use of flood control funds by this Department.
3. REGULATORY FUNCTIONS. Judiciary Committee reported without amendment S. Res. 98, providing for the continuation of the study of Executive branch authority for the issuance of executive orders and departmental regulations (S.Rept. 90). Referred to the Audit-Control Committee. (pp. 2034-5).
4. RURAL ELECTRIFICATION; NOMINATION. Agriculture and Forestry Committee reported adversely the nomination of Aubrey W. Williams to be REAdministrator (p.2054).
5. MISSOURI VALLEY AUTHORITY. Sen. Murray, Mont., urged that the Commerce Committee be discharged from further consideration of S. 555, his MVA bill, and that the bill be referred to the Senate Agriculture and Forestry Committee; and he made

a motion for that purpose (pp. 2044-8). Sen. Bailey, N.C., spoke opposing the motion and other members discussed this with him (pp. 2050-4). Action on Sen. Murray's motion was not concluded because the "morning hour...expired," and so "The resolution goes to the calendar" (p. 2054).

6. LATIN AMERICA. Sen. Connally, Tex., discussed the "results of the inter-American conference at Mexico City," and other members discussed this with him (pp. 2057-66).
7. BUREAUCRACY; PERSONNEL. Sen. Wiley, Wis., urged reduction of the number of Federal personnel, stated that "the annual pay-roll cost of the estimated 300,000 Federal workers who are holding surplus and artificial jobs is \$700,000,000. This...would pay the annual interest rate...of our national debt...rather than go down the bureaucratic drain"; and inserted his press statement on this subject (p. 2030).
Both Houses
8. RURAL REHABILITATION. Received the War Food Administrator's report with respect to the progress of the liquidation of Federal rural rehabilitation projects. To Appropriations Committee. (p. 2106.)
9. FORESTRY. Received ^{an} Hreg. Legislature resolution urging additional appropriation of \$50,000 for the Pacific Northwest Forest and Range Experiment Station for the establishment of a Forest Utilization Service unit. To the Appropriations Committee. (p. 2033.)
Received a Wyo. Legislature resolution opposing the Jackson Hole National Monument and urging restoration to Wyo. of full title to all public lands. To Public Lands and Surveys Committee. (p. 2033.)
10. RECLAMATION; IRRIGATION. Received Wyo. Legislature resolutions urging that all presently proposed Federal irrigation projects in Wyo. be continued in all stages under the direct supervision of the Bureau of Reclamation and favoring the removal of excess land provisions of the reclamation act for lands receiving water supplies therefrom. To Irrigation and Reclamation Committee. (p. 2107).
11. FARM LABOR. Rep. Halleck, Ind., urged early consideration of H. Con. Res. 29, the Lemke farm-labor deferment resolution (p. 2078).
12. MANPOWER. Rep. Patrick, Ga., urged favorable House action on the Senate version of H. R. 1752, the manpower bill (p. 2078).
13. PERSONNEL. Received a petition of a S. Dak. citizen urging reduction of Federal personnel by one-third and Federal compensation by 35% (p. 2107).
Rep. Gibson, Ga., criticized the FEPC (pp. 2104-5).
14. COMMITTEE ASSIGNMENT. Rep. Miller, Calif., was elected to the Irrigation and Reclamation Committee (p. 2076).
15. LEND-LEASE. Rep. Bloom, N. Y., inserted a committee-approved amendment to H. R. 2013, extending the Lend-Lease Act for 1 year, to restrict the President's powers to enter into agreements with foreign governments for post-war relief, rehabilitation, or reconstruction (p. 2074).
Rules Committee submitted a resolution for the consideration of H. R. 2013 (pp. 2104, 2106).
16. COMMODITY CREDIT. Passed with amendment S. 298, to continue CCC as a U.S. agency, increase its borrowing power, revise the basis for annual appraisal of its assets, etc. (pp. 2079-2103). Agreed to Rep. Spence's (Ky.) amendment to substitute the language of H. R. 2023, which had been passed, 358-8, earlier.
Agreed to an amendment by Rep. Wolcott, Mich., making inapplicable to

(The VICE PRESIDENT laid before the Senate a joint memorial of the Legislature of the State of Wyoming identical with the foregoing, which was referred to the Committee on Public Lands and Surveys.)

Two joint memorials of the Legislature of the State of Wyoming; to the Committee on Finance:

"Enrolled Joint Memorial 1

"Joint memorial memorializing the Congress of the United States of America to consider and pass legislation to amend the Social Security Act

"Be it resolved by the House of Representatives of the State of Wyoming (the Senate concurring), That the Congress of the United States be memorialized as follows:

"Whereas the present social-security law does not provide for retirement before the age of 65; Now, therefore, be it

"Resolved, by the House of Representatives of the State of Wyoming (the Senate concurring), That the Congress of the United States of America be, and is hereby memorialized to amend the Social Security Act to provide that the retiring age be 65 years for workers in covered employment, and to provide that employees who have worked for 30 years or who have been disabled and are unable to work be retired with full payment as provided by the United States Social Security Act; and be it further

"Resolved, That copies of this memorial be sent to the President of the United States Senate and the Speaker of the House of Representatives, and to United States Senators, JOSEPH C. O'MAHONEY and E. V. ROBERTSON, and Congressman FRANK A. BARRETT.

"Approved January 31, 1945.

"LESTER C. HUNT,

"Governor."

"Enrolled Joint Memorial 2

"Joint memorial memorializing the Congress of the United States of America to enact legislation relating to employers' sinking funds and reserves and taxability thereof

"Whereas sound and patriotic efforts by employers to set aside sinking funds and to establish other reserves for employment of returning veterans, for the taking care of necessarily deferred maintenance, for plant and other industrial reconversions and for current or post-war business adjustments and as a precaution against otherwise required payment of interest in the future of money which must be borrowed if present surpluses are dissipated and present market conditions or income levels become depressed, are now impaired if not completely frustrated by United States Treasury Department regulations under which the Internal Revenue Bureau assumes arbitrary authority to decide whether or not such reserves and funds are so unduly accumulated as to require their being either distributed or taxed out of existence, thus defeating experience-based plans of employers to safeguard the future welfare of their employees and resulting in present unnecessary and unwarranted spending of funds which should be preserved to accomplish the future purposes indicated and to preserve a stable, tax-producing structure: Now, therefore, be it

"Resolved by the Senate of the Twenty-eighth Legislature of the State of Wyoming (its House of Representatives concurring), That the Congress of the United States is hereby memorialized to promptly enact suitable legislation as required to eliminate or appropriately modify the criticized regulations, to expressly permit and encourage accumulations by employers of sinking funds and other reserves for the objectives stated and to provide that while set aside as such, they shall not be so taxed as to defeat their intended purposes; and be it further

"Resolved, That copies of this memorial be sent to the President of the United States Senate, the Speaker of the United States House of Representatives, to Hon. JOSEPH C. O'MAHONEY, Hon. EDWARD V. ROBERTSON and Hon. FRANK A. BARRETT, Senators and Representative respectively in the United States Congress, from Wyoming.

"Approved February 20, 1945.

"LESTER C. HUNT,

"Governor."

(The VICE PRESIDENT laid before the Senate two joint memorials of the Legislature of Wyoming identical with the foregoing, which were referred to the Committee on Finance.)

Two joint memorials of the Legislature of the State of Wyoming; to the Committee on Irrigation and Reclamation:

"Enrolled Joint Memorial No. 1

"Joint memorial memorializing the Congress of the United States that all presently proposed Federal irrigation projects and all such which are proposed in the future, for construction in the State of Wyoming, be continued in all stages under the direct supervision of the United States Bureau of Reclamation.

"Whereas the United States Bureau of Reclamation has had many years of, and the only, experience in initiation, construction, maintenance, development, and operation of all Federal irrigation projects in the West and in such matters has been and is required by laws of the Nation to comply with all affecting State laws; Now, therefore, be it

"Resolved by the Senate of the Twenty-eighth Wyoming Legislature (its House of Representatives concurring), That the Congress of the United States be and it is hereby memorialized to promptly and effectively enact such legislation as may be appropriate to vest in said Bureau beyond any possibility of judicial doubt or Executive evasion concerning congressional intent, continued and direct supervision of the initiation, construction, maintenance, development, and operation of all Federal irrigation projects wholly or partially within the State of Wyoming, now or in the future proposed; and be it further

"Resolved, That certified copies of this joint memorial be sent to the President of the Senate and the Speaker of the House of the Federal Congress and to the Honorable JOSEPH C. O'MAHONEY, the Honorable EDWARD V. ROBERTSON and the Honorable FRANK A. BARRETT, Senators and Representative, respectively, in said Congress from Wyoming.

"Approved February 13, 1945.

"LESTER C. HUNT,

"Governor."

"Enrolled Joint Memorial No. 2

"Joint memorial memorializing the Congress of the United States to consider and act upon legislation to remove or amend the excess land provisions of the reclamation act for lands receiving water supplies (in addition to their now existing water supplies) and relating to excess land provisions for new lands on future projects of the Bureau of Reclamation in the State of Wyoming.

"Whereas the agricultural economy of many existing irrigated areas in Wyoming is based upon the production of livestock, which requires large areas of irrigated pasture land and hay meadows; and

"Whereas the size of these existing farm units has been determined by each individual settler and has been dictated by the requirements of feed for livestock; and

"Whereas any reduction in the size of existing farm units would reduce the base acreage for allocation of public grazing land, which would work an undue hardship on the livestock producer; and

"Whereas the future economy of many new land projects will be based upon the produc-

tion of livestock, and a farm unit of 160 acres has been found through past experience to be inadequate to maintain a sufficient number of livestock to support a single farm family: Now, therefore, be it

"Resolved, that the House of Representatives of the Twenty-eighth Legislature of the State of Wyoming (the Senate concurring), That we hereby memorialize the Congress of the United States of America to consider and act upon legislation to provide for removal of the excess land provision of the reclamation law for lands in future projects of the Bureau of Reclamation in the State of Wyoming already having partial water supplies; and be it further

"Resolved, That the determination of economic size of new land farm units on future projects of the Bureau of Reclamation in the State of Wyoming be left to the discretion of the Secretary of the Interior, but in no case to exceed 320 acres under a single ownership; and be it further

"Resolved, That certified copies of this memorial be sent to the President of the United States and to the United States Senators JOSEPH C. O'MAHONEY and E. V. ROBERTSON, Congressman FRANK A. BARRETT, to the Honorable HAROLD L. ICKES, Secretary of the Interior, and HARRY W. BASHORE, Commissioner of Reclamation.

"Approved February 19, 1945.

"LESTER C. HUNT,

"Governor."

(The VICE PRESIDENT laid before the Senate a joint memorial of the Legislature of the State of Wyoming identical with the foregoing, which was referred to the Committee on Irrigation and Reclamation.)

REPORTS OF THE APPROPRIATIONS COMMITTEE FILED DURING ADJOURNMENT

Under authority of the order of the 8th instant,

The following reports of the Committee on Appropriations were submitted on March 10, 1945:

By Mr. McKELLAR (for Mr. GLASS):

H. R. 1984. A bill making appropriations for the Executive Office and sundry independent executive bureaus, boards, commissions, and offices, for the fiscal year ending June 30, 1946, and for other purposes; with amendments (Rept. No. 88).

By Mr. THOMAS of Oklahoma:

H. R. 2126. A bill making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes; with amendments (Rept. No. 87).

REPORT OF A COMMITTEE

The following report of a committee was submitted:

By Mr. McCARRAN, from the Committee on the District of Columbia:

S. 686. A bill to amend an act regulating the height of buildings in the District of Columbia, approved June 1, 1910, as amended; without amendment (Rept. No. 89).

CONTINUATION OF STUDY OF AUTHORITY FOR ISSUANCE OF EXECUTIVE ORDERS AND DEPARTMENTAL REGULATIONS

Mr. McCARRAN, from the Committee on the Judiciary, reported an original resolution (S. Res. 98) and submitted a report (No. 90) thereon, and, under the rule, the resolution was referred to the Committee to Audit and Control the Contingent Expenses of the Senate, as follows:

Resolved, That the authority contained in Senate Resolution 252, Seventy-eighth Congress (relating to a study into the legal and constitutional authority for the issuance of

(See concurrent resolution printed in full when presented by Mr. GURNEY on the 6th instant, p. 1786, CONGRESSIONAL RECORD.)

A resolution adopted by Local Union No. 127, Brotherhood of Painters, Decorators and Paperhangers of America, of Alameda County, Oakland, Calif., favoring reduction of the present age limit of 65 to 60 years for persons to be eligible to receive old-age pensions under the Social Security System; to the Committee on Finance.

The petition of Christian Danielson, of New York City, N. Y., favoring the removal of the words "Without revealing the nature or source of its evidence" from the War and Navy Departments restrictive circular entitled "Discharge of Subversives from Private Plants or War Department Plants Privately Operated of Importance to Army Procurement," dated February 8, 1942; to the Committee on the Judiciary.

By Mr. CORDON:

A joint memorial of the Legislature of the State of Oregon; to the Committee on Appropriations:

"House Joint Memorial 4

"To the Honorable Senate and House of Representatives of the United States of America, in Congress assembled:

"We, your memorialists, the Forty-third Legislative Assembly of the State of Oregon, convened in regular session, respectfully represent that:

"Whereas timber stands in the Pacific Northwest, both public and private, are being cut at an accelerated rate, far beyond the natural growth of the timber; and

"Whereas in converting timber to lumber less than one-third of the tree is utilized as lumber. About a ton of wood per thousand board feet of lumber is left at the sawmill as sawdust, slabs, and edgings, while about 3 tons are left in the woods as tops, limbs, broken and cull logs, cull trees, and non-commercial species. Such wood is perfectly good chemical raw material; and

"Whereas diversified utilization of timber, taking the forest crop as it comes and using those portions of it for those uses to which they are best suited will eliminate this extravagant waste of a dwindling natural resource; and

"Whereas the full utilization of timber products and waste material not only means the answer to future employment but the maintaining of many important communities as well: Now, therefore, be it

"Resolved by the House of Representatives of the State of Oregon (the Senate jointly concurring, That the Forty-third Regular Assembly of the Oregon Legislature petition the Congress of the United States to appropriate an additional \$50,000 to the Pacific Northwest Forest and Range Experiment Station for the establishment of a Forest Utilization Services unit to bring the results of wood utilization research to the forest industries of the Pacific Northwest; to take the problems of industry needing solution to the Forest Products Laboratory of the United States Forest Service and to conduct other urgently needed work such as participating in local pilot plant demonstrations of promising new processes and products; and be it further

"Resolved, That adequate Federal appropriations be provided the Forest Products Laboratory of the United States Forest Service which would enable it to make full use of its present facilities; and be it further

"Resolved, That copies of this memorial be sent to both branches of the Congress of the United States, the Department of Agriculture, and to each of the Senators and Representatives in Congress from the State of Oregon."

By Mr. THOMAS of Oklahoma:

A resolution of the House of Representatives of the State of Oklahoma; to the Committee on Finance:

"Enrolled House Resolution 24

"Resolution expressing commendation and approval of Hon. PAUL STEWART for introducing H. R. 1831; commending the Oklahoma delegation in Congress for their support thereof

"Whereas Hon. PAUL STEWART, Member of Congress from the Third District of Oklahoma, has introduced H. R. 1831, which has for its purpose the granting of old-age assistance when an applicant is a citizen of the United States, is 65 years of age, and residence requirements conform to the provisions of titles 1 and 4; and

Whereas this is a great improvement over the present old-age assistance program and will have a tendency to eliminate so much case work and expense on account thereof, and reduce materially, if not eliminate, case workers; and

"Whereas this is the program that many of the old-age societies have urged and pleaded for; and

"Whereas Congressman STEWART has shown himself farsighted and ready and willing to cooperate with the old people for their betterment and happiness, and

"Whereas the entire Oklahoma delegation in Congress has endorsed Congressman STEWART's bill: Now, therefore, be it

"Resolved by the House of Representatives of the Twentieth Legislature of the State of Oklahoma, That Hon. PAUL STEWART, Congressman from the Third District of Oklahoma, who served for 6 years as a member of the house of representatives in the Oklahoma Legislature and 16 years in the State Senate of Oklahoma, be highly commended for his splendid record in Congress and especially for his introduction of H. R. 1831; and be it further

"Resolved by the house of representatives, That the entire delegation in Congress from the State of Oklahoma be commended for their loyal support of H. R. 1831 and that this body go on record expressing their wholehearted approval and thanks, especially to Congressman STEWART and to the entire delegation in Congress from Oklahoma, and respectfully urge that the Congress of the United States approve at an early date said H. R. 1831; be it further

"Resolved, That the chief clerk of the house of representatives forward, by air mail, certified copies of this resolution to each Member in Congress from the State of Oklahoma.

"Passed the house of representatives the 1st day of March 1945."

By Mr. ROBERTSON (for himself and Mr. O'MAHONEY):

A joint memorial of the Legislature of the State of Wyoming; to the Committee on Public Lands and Surveys:

"Enrolled Joint Resolution 1

"Joint resolution relating to public lands in, and funds and other relief due, the State of Wyoming from the United States of America

"Whereas lands now constituting the State of Wyoming were acquired largely under treaties with France and Mexico, that with Mexico having provided that the territory embraced under such acquisition 'Shall be formed into free, sovereign and independent States and incorporated into the Union of the United States of America as soon as possible, and the citizens thereof shall be accorded the enjoyment of all the rights, advantages and immunities as the citizens of the original States', and said Louisiana Purchase Treaty with France having contained almost identical requirements; and

"Whereas in the early days of the public domain none questioned but that it should and soon would pass to the several States within which it was situate, the then excuse for withholding such action having been that it was pledged to secure a national debt

created by the Revolutionary War but after said debt was paid, such lands having been retained by the Federal Government and funds rapidly accumulated from disposal thereof, with a relatively minor exception, having been loaned to and among the then 26 States of the Union, most of which had never contributed toward such fund, and which fund with accumulated interest is now reported to be in excess of \$2,000,000,000, distribution thereof being equitably due to said public land States; and

"Whereas although the act admitting Wyoming into the Union, approved by the Federal Congress on July 10, 1890, included the express provision that 'The State of Wyoming is hereby declared to be a State of the United States of America and is hereby declared admitted into the Union on an equal footing with the original States in all respects whatever * * * and although the United States never asserted ownership of the lands, minerals, or waters of the original States and by paragraph 17 of section 8 of article I of its Constitution, the Federal Congress was authorized to exercise authority over, in addition to the District of Columbia, only such places as the Nation might purchase, by and with the consent of the legislature of the State in which the same are located, for specified purposes not including forests, minerals, monuments, or waters; and

"Whereas instead of vesting in the State of Wyoming, full title to all public land within its borders, as legally and equitably due said State under the treaty and constitutional provisions aforesaid, the Federal Government has followed a program of executive withdrawals under which there have been eliminated from the tax rolls and control of this State, more than one-half the lands within its borders, which program has included recent administrative set-up of the so-called Jackson Hole Monument, covering several hundred thousand acres of Wyoming land, portions thereof being privately or State-owned, and the will of Congress in setting aside such autocratic executive action having been defeated by Presidential veto: Now, therefore, be it

"Resolved by the Senate of the Twentieth Legislature of the State of Wyoming (its House of Representatives concurring), That the Honorable JOSEPH C. O'MAHONEY, the Honorable EDWARD V. ROBERTSON, and the Honorable FRANK A. BARRETT, Senators and Representative respectively from Wyoming in the Congress, and the Honorable Lester C. Hunt, Governor of this State, be and they are hereby requested, first, to continue their efficient, past action in opposing establishment of said so-called monument; second, to have initiated and diligently prosecuted, appropriate legislation by the Congress, looking to early restoration to this State, of full title to all public lands inside its boundaries, and third, to initiate and prosecute in like manner, action looking to recovery by this State, of all moneys properly payable to it on account of lands and minerals previously and improperly withdrawn from it or from private ownership, including, but not by way of limitation, the proportionate amount due said State on account of the one specific fund previously mentioned; and be it further

"Resolved, That certified copies hereof be forwarded to the President of the United States, the Secretary of the Department of the Interior, the President of the Senate and the Speaker of the House of Representatives of the Federal Congress, the Honorable JOSEPH C. O'MAHONEY, the Honorable EDWARD V. ROBERTSON, and the Honorable FRANK A. BARRETT, Senators and Representative respectively, in said Congress from Wyoming, and to Honorable Lester C. Hunt, Governor of Wyoming.

"Approved 4:55 p. m. February 13, 1945.

"LESTER C. HUNT,
"Governor."

of buying and selling, all the powers of building, all the powers of giving, all the welfare powers which the United States has. Action would be taken in the name of the corporation. By such legislation a great structure would be erected—probably greater than that of any three States of the United States—and it would be given all the powers of the Federal Government. It would be able to buy anything or to do anything.

Under the provisions of the bill the corporation would be authorized and directed to construct, acquire, operate, and carry out such projects and activities on the Missouri River, its tributaries, and surrounding region as will serve to control and prevent floods, to reclaim the public lands, to promote navigation.

Yet the Senator from Montana says that the Commerce Committee has no jurisdiction. If it does not have jurisdiction of a bill of this character its jurisdiction over any form of proposed legislation can be questioned. The Commerce Committee was founded on the subject of navigation. For more than 100 years every river and harbor bill which has been introduced in Congress has been referred to the Committee on Commerce. That applies as well to all flood bills with the exception of those relating to the T. V. A., which I have explained.

Mr. McKELLAR. Mr. President, will the Senator yield?

Mr. BAILEY. I yield.

Mr. McKELLAR. The first bill which was passed for the improvement of the Tennessee River was the one relating to the dam at Muscle Shoals, now known as the Wilson Dam.

Mr. BAILEY. I have previously referred to that matter.

Mr. McKELLAR. The bill was reported from the Committee on Military Affairs of the House of Representatives. I was a member of that committee at the time and urged the committee to report the bill to the House. It was reported. However, it was handled by the Military Affairs Committee because the purpose of the bill was to manufacture nitrates for war purposes and, incidentally, for agriculture in peacetime.

Mr. BAILEY. I thank the Senator.

Subparagraph (1) on page 25 of the bill reads as follows:

(1) To acquire, construct, operate, maintain, and improve dams, locks, reservoirs, levees, spillways, floodways, fishways, conduits, powerhouses, steam-generating plants, transmission lines, rural electric lines and substations, canals, roads, roadways, docks, wharves, terminals, and recreation facilities, and structures, equipment, and facilities incidental thereto.

The bill is far reaching. It could be referred to any one of three committees.

Subparagraph (2) on page 26 is as follows:

(2) To acquire, construct, operate, maintain, and improve such machinery, equipment, structures, and facilities, for the storage and transportation of water or for the generation and transmission of electric energy as the Corporation deems necessary or appropriate to supply existing and potential users or markets.

That language would provide the power to condemn and take over land

anywhere. It would embrace exclusive use, possession, control, and operation of the Fort Peck Dam.

I wish to invite the attention of Senators to something else as showing how far the bill would go. Senators know that we must authorize before we appropriate. Authorizations must first come from some committee. The Committee on Commerce never appropriates money. All it does is to authorize. The pending bill carries language substantially as follows: "All appropriations necessary to carry out this act are hereby authorized." That would cover the whole United States. I suppose that it could also include Mexico and Canada.

Mr. BREWSTER. Mr. President, will the Senator yield?

Mr. BAILEY. I yield.

Mr. BREWSTER. Mr. President, I invite attention to the concluding section of the bill, which seems further to fortify the Senator's construction of it. Section 27, the concluding section of the bill, provides in part, as follows:

This act shall be liberally construed to carry out the purposes of Congress—

And so forth. The purposes, as explained near the beginning of the bill, are to strengthen the national defense, promote navigation, control destructive floods, promote interstate commerce, and aid in the general welfare of the United States.

Mr. BAILEY. That would include everything except taxation. If we read section 8, of article I, of the Constitution, we find that the bill contains all the power which is found in section 8, except the power to tax. On such a theory the bill could be referred to any committee of the Senate except the Committee on Finance.

Mr. President, the question of what is referred to my committee has never been a matter of any great concern to me. I entertain no jealousy with regard to the committee's jurisdiction. All the members of the committee have plenty to do. As the committee's chairman, I consider it to be my duty to defend the jurisdiction and functions of the committee. I believe that when an attempt is made to take from the Commerce Committee a bill which, on its face, has to do with flood control and navigation, I have a duty to perform. I have an idea that a Senator may be very useful whether he happens to be a member of a committee or not. I do not think that a Senator's usefulness or his career depends on his membership on a committee. I believe, however, that if the chairman of the committee should stand here at any time and assert its rights, I have the duty to do so now. I think the Committee on Commerce compares favorably with any other committee of the Senate, and that its members compare very favorably with any other Senators. No one of us ever got high enough to set himself up in judgment over the Vice President, or over any other Senator. That may be done in some other tribunal, but I do not think it can be done very successfully here.

Mr. President, I have a proposal to make, I think I could stand on the record and hold the bill in the Committee on

Commerce. But I do not like to enter into jurisdictional conflicts. I have one now with the chairman of the Committee on Interstate Commerce. It will come up some time this week. I believe he and I have agreed on next Thursday, have we not?

Mr. WHEELER. The Senator is correct.

Mr. BAILEY. Jurisdictional conflicts are very disagreeable. They do not do the Senate any good. They handicap us, consume our time, and worry us. They are very disagreeable. Under the Constitution, perhaps such things are necessary. A person should take what is coming to him in the ordinary course of nature without quarrel or complaint. But I should like no Senator ever to think that the Committee on Commerce tries to take jurisdiction over matters which should be handled by any other committee. If I have something on my desk which I think should go to the Committee on Commerce, I will send it there. If I have something on my desk which I think should go to the Committee on Foreign Relations, I will send it to that committee. The Members of the Commerce Committee have plenty to do without encroaching on the duties of the Members of other committees.

In order to show my good will, and to eliminate friction, I submit the following resolution:

Whereas Senate bill 555 (to establish a Missouri Valley Authority to provide for unified water control and resource development on the Missouri River and surrounding region in the interest of the control and prevention of floods, the promotion of navigation and reclamation of the public lands, the promotion of family-type farming, the development of the recreational possibilities and the promotion of the general welfare of the area, the strengthening of the national defense, and for other purposes) having been referred to the Committee on Commerce and motion having been made to discharge said committee and refer the bill to the Committee on Agriculture: Therefore be it

Resolved, That said bill, to wit, S. 555, shall be considered forthwith by the Committee on Commerce with respect to navigation and flood control, and thereafter returned to the Senate for reference to the Committee on Irrigation and Reclamation, to be considered by said committee with respect to irrigation and reclamation, and thereafter shall be returned to the Senate for reference to the Committee on Agriculture for consideration with respect to the agricultural features thereof; be it further

Resolved, That said bill shall be reported on respectively by each of said committees within 60 days from the date of its reference to each of said committees and that the first 60-day period shall be calculated from the date of the passage of this resolution.

That takes in all committees. It saves all faces.

The PRESIDING OFFICER. The resolution (S. Res. 97) submitted by the Senator from North Carolina [Mr. BAILEY] will lie over, under the rule.

Mr. AIKEN. Mr. President, will the Senator yield?

Mr. BAILEY. I yield.

Mr. AIKEN. Is it the Senator's understanding that if the bill were referred to the three committees to which he has referred, it could not be acted upon by the Senate until it had been favorably reported by all three committees.

Mr. BAILEY. The Senate may always act on any bill, whether it has been reported favorably or unfavorably.

Mr. AIKEN. If one committee should report it unfavorably—

Mr. BAILEY. In my judgment, an unfavorable report does not prevent the Senate from considering a bill, and the rule of the Committee on Commerce has been to send bills to the floor, even those with adverse reports. It did it with respect to the Florida Canal I remember, and, as I recall, at the instance of the Senator from Michigan [Mr. VANDENBERG]. I will say that the Commerce Committee has one rule and it was a rule of the committee when I became chairman of it and it was spread on the calendar. I have stated it before in the Senate. I found it on the Calendar of the Commerce Committee. The rule is to this effect, that when a bill is referred to the Committee on Commerce the chairman must refer it at once to the appropriate agencies in the executive department of the Government.

Mr. THOMAS of Oklahoma. Mr. President—

Mr. BAILEY. Mr. President, I should like to finish my statement with reference to the rule if the Senator will permit me.

The PRESIDING OFFICER. The morning hour having expired, and the consideration of the pending resolution not having been concluded, under the precedents it will be placed on the calendar under rule 8.

Mr. BAILEY. Then we cannot vote on the resolution today?

The PRESIDING OFFICER. The resolution goes to the calendar.

REPORT OF NOMINATION OF AUBREY W. WILLIAMS

Mr. THOMAS of Oklahoma obtained the floor.

Mr. McKELLAR. Mr. President, will the Senator yield to me to ask about another matter?

Mr. THOMAS of Oklahoma. I yield.

Mr. McKELLAR. I wish to ask the Senator from Oklahoma, chairman of the Committee on Agriculture and Forestry, at what time we may expect the Committee on Agriculture to report on the nomination of Aubrey Williams, which I understand the committee passed on about a week or two ago; I have forgotten the exact time.

Mr. THOMAS of Oklahoma. Mr. President, out of order and as in executive session, I ask unanimous consent from the Committee on Agriculture and Forestry to report adversely the nomination of Aubrey W. Williams, of Alabama, to be Administrator of the Rural Electrification Administration for a term of 10 years.

The PRESIDING OFFICER. Without objection, the report will be received, as in executive session, and placed on the Executive Calendar.

APPROPRIATIONS FOR CIVIL FUNCTIONS OF THE WAR DEPARTMENT

Mr. THOMAS of Oklahoma. Mr. President, I move that the Senate proceed to the consideration of House bill 2126.

The PRESIDING OFFICER. The bill will be stated by title for the information of the Senate.

The CHIEF CLERK. A bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

The PRESIDING OFFICER. The question is on the motion of the Senator from Oklahoma.

The motion was agreed to, and the Senate proceeded to consider the bill, which had been reported from the Committee on Appropriations with amendments.

Mr. THOMAS of Oklahoma. I ask unanimous consent that the formal reading of the bill be dispensed with, that it be read for amendment, and that the committee amendments be first considered.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Oklahoma? The Chair hears none, and it is so ordered.

Mr. CONNALLY rose.

Mr. McKELLAR. Mr. President, I understand the distinguished Senator from Texas [Mr. CONNALLY] desires to have something to say about his recent trip to Mexico. I know every Senator will be glad to hear him, and I ask permission of the Senator from Oklahoma that I may suggest the absence of a quorum.

Mr. THOMAS of Oklahoma. Mr. President, before I yield for that purpose let me say that I have an engagement at the Navy Department at 2:30 p. m., which, from my standpoint, necessitates my attendance. I think we can pass this bill in 10 or 15 minutes. There are only a very few amendments and, so far as I know, they are all assented to by everyone interested. If the Senator from Texas will defer his remarks for 10 or 15 minutes, if we do not conclude the bill in that time I shall be very glad to yield to him.

Mr. CONNALLY. Very well, I shall not press for recognition now.

Mr. McKELLAR. Mr. President, I may say to the Senator from Texas the next bill is an appropriation bill, and when that bill comes up I shall certainly ask for a quorum and yield to him to make his address.

The PRESIDING OFFICER. The clerk will proceed to state the amendments reported by the committee.

The first amendment of the Committee on Appropriations was, under the heading "Quartermaster Corps—Cemeterial expenses," on page 2, line 3, after the word "one", to insert "used."

The amendment was agreed to.

The next amendment was, under the heading "Signal Corps—Alaska communication system," on page 3, line 23, after the word "be", to strike out "affected" and insert "effected."

The amendment was agreed to.

The next amendment was, under the heading "Corps of Engineers—Rivers and harbors," on page 6, line 15, after the word "hundred", to insert "used", and in line 19, after the word "law", to strike out "\$41,358,000" and insert "\$44,508,000."

The amendment was agreed to.

The next amendment was, under the subhead "Flood control," on page 7, line 19, after the word "forty", to insert "used", and in line 22, after the word "control", to strike out "\$14,037,000" and insert "\$24,172,000."

The amendment was agreed to.

The next amendment was, under the heading "The Panama Canal," on page 10, line 23, after the word "twelve", to insert "used."

The amendment was agreed to.

The next amendment was, on page 13, line 2, after the word "shall", to insert "be."

The amendment was agreed to.

The PRESIDING OFFICER. That completes the committee amendments. If there be no further amendment to be offered, the question is on the engrossment of the amendments and the third reading of the bill.

The amendments were ordered to be engrossed, and the bill to be read a third time.

The bill (H. R. 2126) was read the third time and passed.

Mr. THOMAS of Oklahoma. Mr. President, I ask unanimous consent to have printed at this point in the RECORD a copy of the report of the committee on the bill which has just been passed, and following the committee report I ask permission to have inserted in the RECORD a statement of the new work contemplated by the bill, which is very meager.

The PRESIDING OFFICER. Without objection, it is so ordered.

There being no objection, the report (No. 86) and the statement were ordered to be printed in the RECORD, as follows:

The Committee on Appropriations, to whom was referred the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes, report the same to the Senate with various amendments and present herewith information relative to the changes made:

Amount of bill as passed House—	\$99,165,940
Amount of increase by Senate—	13,285,000

Amount of bill as reported to Senate—	112,450,940
Amount of regular and supplemental estimates for 1946—	104,263,240
Amount of appropriations, 1945—	102,475,840
The bill as reported to the Senate—	

Exceeds the estimates for 1946	8,187,700
Exceeds the appropriations for 1945—	9,975,100

The break-down of the direct appropriation of \$112,450,940 in the bill recommended by the committee is as follows:

Quartermaster Corps: Cemeterial expenses—	\$1,658,700
Signal Corps: Alaska Communication System—	227,840
Corps of Engineers:	
Rivers and harbors—	\$44,508,000
Flood control, general—	24,172,000
Flood control, Mississippi River and tributaries—	30,000,000
Emergency fund for flood control on tributaries of Mississippi River—	500,000

Corps of Engineers—Con.

Flood control, Sacramento River, Calif.---	\$2,050,000
Miscellaneous civil works-----	12,000
	\$101,242,000
United States Soldiers' Home--	1,213,600
The Panama Canal:	
Maintenance and operation-----	\$4,137,000
Sanitation, quarantine, etc-----	1,784,200
Civil government--	1,377,000
Construction of additional facilities-----	810,600
	8,108,800

Total, direct appropriations in bill as recommended to the Senate----- 112,450,940

The changes in the amounts of the House bill recommended by the committee are as follows:

Increases and limitations

Corps of Engineers:

Rivers and harbors:

Preliminary examinations and surveys----- \$1,500,000

The bill as passed by the House includes \$2,000,000 for this purpose. At the Senate hearing, however, the Chief of Engineers testified that the \$2,000,000 contained in the bill as passed by the House did not provide for carrying out any of the preliminary examinations and surveys called for in the recently enacted river and harbor bill, which bill contains provision for some 300 investigations.

He testified further that in order to carry on preliminary examinations and surveys for the items listed in the new river and harbor act, the Corps of Engineers could spend an additional \$1,500,000. The list of projects included in the additional \$1,500,000 appears on pages 20-27 of the Senate hearing.

New York and New Jersey channels----- 1,650,000

The bill as passed by the House carries \$1,600,000 for work on the New York and New Jersey channels. It was brought out at the hearings that the Corps of Engineers requested of the Budget Bureau a total of \$3,250,000 for this work during the fiscal year 1946. The Budget allowed \$1,600,000, and the purpose of the committee's amendment is to provide the additional \$1,650,000 requested by the Corps of Engineers.

The funds requested are for dredging and rock removal to afford wider channels for the larger oil tankers now in use.

It was stated at the hearing that the Navy has been very much interested in the advancement of this work, and that like-

Corps of Engineers—Con.

Rivers and Harbors—Con.

wise the American Merchant Marine Institute, the Standard Vacuum Oil, and the Shell Oil Co. are interested in it. A letter from Secretary Forrester to the Secretary of War relative to this project appears in the Senate hearing on pp. 42-43.

Total, rivers and harbors----- \$3,150,000

Flood control, general:

Preliminary examinations and surveys----- 2,500,000

The bill as passed by the House includes \$2,000,000 for this purpose. At the Senate hearing, the Chief of Engineers testified that the \$2,000,000 included by the House does not provide any funds for the forty-odd examinations and surveys authorized in the Flood Control Act approved Dec. 22, 1944. He stated that to carry forward this survey program at a moderate rate, including work on the examinations and surveys authorized in the last flood control act, would require a total amount for the fiscal year 1946 of \$4,500,000, or an increase of \$2,500,000 over the House bill. The projects included in the additional \$2,500,000, recommended by the committee, appear on pp. 19-20 of the Senate hearing.

Advance planning (preparation of detailed plans and specifications)----- 7,635,000

The bill as passed by the House includes \$2,000,000 under this appropriation for advance planning on flood-control projects. Of the \$7,635,000 increase recommended by the committee, \$5,000,000 is proposed in a supplemental Budget estimate contained in S. Doc. 11, which was received by the Senate on Mar. 1, 1945. The list of projects included in the \$5,000,000 proposed in the estimate and approved by the committee appears on pp. 27-29 of the Senate hearing. The remaining \$2,635,000 recommended by the committee is to provide for advance planning in connection with the following projects:

Missouri River Basin:

Garrison Reservoir, N. Dak.--	500,000
Oahe Reservoir, S. Dak. and N. Dak.-----	250,000
Fort Randall Reservoir, S. Dak.-----	200,000
Missouri River local protection projects-----	450,000
Havre, Milk River, Mont.--	28,000
Hazen, Knife River, N. Dak.--	2,000
Harlem, Milk River, Mont.--	4,000
Beulah, Knife River, N. Dak.--	6,000

1,440,000

Corps of Engineers—Con.

Central Valley, Calif.:

Table Mountain Reservoir, Calif.-----	\$200,000
Sacramento River, Calif., local protection-----	125,000
Folsom Reservoir, Calif.---	125,000
Isabella Reservoir, Calif.---	175,000
Kings River project, California-----	200,000
Terminus Reservoir, Calif.---	175,000
Hogan Reservoir, Calif.---	50,000
Tuolumne River Reservoir project, California-----	50,000

1,100,000

Farm Creek Reservoirs, Ill.----- 95,000

2,635,000

Total, flood control, general-- 10,135,000

Total, Corps of Engineers--- 13,285,000

Purchase of automobiles: Purchase of used passenger-carrying automobiles: Under the appropriation "Flood control, Mississippi River and tributaries," as passed by the House, requirement is made that during the fiscal year 1946 only used motor-propelled passenger-carrying vehicles can be purchased. The committee has approved this requirement. However, there are 4 other appropriations in the bill out of which it is proposed in the 1946 estimates to purchase passenger-carrying automobiles. The committee has amended the appropriation language accompanying each of these appropriations so as to provide that only used passenger-carrying automobiles can be purchased during the fiscal year 1946.

Total increase----- 13,285,000

Amount of bill as reported to Senate----- 112,450,940

Funds for new work on river and harbor and flood-control projects included in the pending War Department civil appropriation bill, H. R. 2126

RIVERS AND HARBORS

Proposed allotment fiscal year 1946

New York and New Jersey channels----- \$1,600,000

For application to dredging and rock removal to afford wider channels for the larger oil tankers now in use.

Caloosahatchee River and Lake Okeechobee drainage areas, Florida----- 165,000

To provide 7 Taintor gates for the new spillway at the St. Lucie lock, and the construction of a single leaf auxiliary lock gate to replace temporary wooden flashboards.

Mississippi River between the Ohio and Missouri Rivers--- 1,000,000

For continuation of dike and revetment construction to afford a more stable 9-foot navigation channel in this important link of the Great Lakes to Gulf Waterway.

Ohio River open channel work-- 507,000

To provide for enlarging channels and removing shoal areas at various locations to provide safe passage for heavier tows navigating the river.

Kanawha River, W. Va.----- \$198,000
For payment of flowage rights resulting from the construction of large navigation dams.
Illinois waterway, Illinois----- 500,000
For widening the channel at 2 locations, necessary due to larger tows now in use.

Total----- 3,970,000

FLOOD CONTROL, GENERAL

Clear Creek drainage and levee district, Illinois----- 874,000
East St. Louis and vicinity, Illinois----- 1,000,000
Wood River drainage and levee district, Illinois----- 1,495,000
Harrison and Ivy Landing drainage and levee district No. 2, Illinois----- 1,140,000
Perry County drainage and levee districts Nos. 1, 2, and 3, Missouri----- 995,000

Raising and enlarging earth levees and reconstruction of appurtenant drainage facilities. Funds are needed to continue the program of raising the levee systems along the upper Mississippi River between St. Louis and Cape Girardeau, which will be resumed with funds appropriated in the First Supplemental Appropriation Act, 1945, as soon as manpower conditions permit resumption of this essential work (certified by War Food Administration and Office of Defense Transportation). The completion of this work is urgently needed to provide protection from recurring floods for 153,000 acres of highly productive agricultural lands, main lines of Missouri-Pacific, St. Louis-Southwestern, Illinois Central, and St. Louis-San Francisco Railroads, and important industries engaged in war production, and to prevent further large expenditures for flood fighting and repair work on those levees such as were made in 1943 and 1944 when more than \$3,300,000 was spent for those purposes. The repair work accomplished restored the levees to their original condition but did not remove the threat of further failures because of the need for raising and extensive strengthening the levees which was beyond the scope of the emergency authority and funds provided by Congress for the repair work.

York, Pa.----- 450,000
Earth and rock fill dam and channel improvement. Funds are required for completion of the channel improvement, removal of an existing mill dam in the river channel, and to complete miscellaneous items to place the project in full operation. Since the project was suspended, silting has taken place and has become very critical. If completion of the project is not accomplished during the fiscal year 1946, the project in present incomplete status might create a flood hazard greater than that which existed prior to initiation of construction.

Brevoort levee, Indiana----- 300,000
Levee Unit No. 8, Indiana----- 230,000
Gill Township levee unit, Indiana----- 60,000
Levees and pumping plants. Funds required during the fiscal

year 1946 are for raising and strengthening the levees. This work has been found necessary as a result of the experience of the floods of 1943 and 1944. The levees have been found to be sufficiently pervious to show that the Government investment is in constant danger of being destroyed due to boils and sloughing. Construction of an additional blanket of impervious material will be necessary to remove this threat. Unless this work is done and the projects placed in complete operation, there is a constant threat of overtopping and breaching of the levees, thereby causing loss of Government investment and flooding of the protected area.

Muskingum River Reservoirs, Ohio-----

14 reservoirs (13 earth-fill dams and 1 concrete gravity structure) for flood control and water conservation in eastern Ohio. Construction of the dams and railroad relocations and most of the highway relocations have been completed. Funds are required for continuation of reimbursement to the Muskingum Water Conservancy District for expenditures by that agency for acquiring lands, easements, and rights-of-way, and for the direct purchase by the Government of lands, easements, and rights-of-way.

Total----- 7,044,000

MISSISSIPPI RIVER

Mississippi River, flood control (includes \$10,000,000 for maintenance)-----

Continuation of work on the project for flood control in the alluvial valley of the Mississippi River. The comprehensive project involves the construction of levees, reservoirs, revetments, and other works for flood control, the maintenance of certain existing works that have been completed as part of the project, the necessary dredging to maintain and improve the navigation channel, and the surveying, mapping, and miscellaneous work essential to the prosecution of the various features of the project. Above the mouth of the Red River the main Mississippi River levees have not been completed to final grade and cross section. A large portion of the funds requested for fiscal year 1946 will be applied to work on these levees, a failure of which would inundate several million acres in the St. Francis, Tensas, and Yazoo Basins.

SACRAMENTO RIVER, CALIF.

Sacramento River, Calif., flood control (includes \$153,000 for maintenance)-----

Continuation of levee construction and bank protection work and maintenance dredging of flood channels including shore protection. Existing protection against floods is inadequate at places and until additional levee work is completed to the required grade and section, vital transportation facilities to be protected by the levees may be damaged or destroyed by floods, resulting in serious delays in transportation

of material and military personnel and supplies for civilians. The annual program of bank protection, clearing of flood channels, and maintenance dredging, is required to sustain completed flood protection works and prevent their deterioration. Construction of the works proposed for fiscal year 1946 will be of direct benefit to two transcontinental railroads, one transcontinental highway, and the main highway and railroad routes from Portland, Oreg., to San Francisco and Sacramento, Calif.

INDEPENDENT OFFICES APPROPRIATIONS

Mr. McKELLAR. Mr. President, I move that the Senate proceed to the consideration of the bill (H. R. 1984) making appropriations for the executive office and sundry independent executive bureaus, boards, commissions, and offices, for the fiscal year ending June 30, 1946, and for other purposes.

The motion was agreed to; and the Senate proceeded to the consideration of the bill, which had been reported from the Committee on Appropriations with amendments.

Mr. McKELLAR. I ask unanimous consent that the formal reading of the bill be dispensed with, that it be read for amendment, and that the committee amendments be first considered.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Tennessee? The Chair hears none, and it is so ordered.

Mr. McKELLAR. I now suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The Chief Clerk called the roll, and the following Senators answered to their names:

Aiken	Gerry	O'Mahoney
Austin	Green	Overton
Bailey	Gurney	Pepper
Ball	Hart	Radcliffe
Bankhead	Hatch	Reed
Barkley	Hawkes	Revercomb
Bilbo	Hayden	Robertson
Brewster	Hickenlooper	Russell
Bridges	Hill	Saltonstall
Briggs	Hoey	Shipstead
Buck	Johnson, Calif.	Smith
Burton	Johnson, Colo.	Stewart
Bushfield	La Follette	Taft
Butler	Lucas	Taylor
Byrd	McCarran	Thomas, Okla.
Capehart	McClellan	Thomas, Utah
Capper	McFarland	Tunnell
Chandler	McKellar	Tydings
Chavez	McMahon	Vandenberg
Connally	Maybank	Wagner
Cordon	Millikin	Walsh
Donnell	Moore	Wheeler
Downey	Morse	Wherry
Eastland	Murdock	White
Ellender	Murray	Wiley
Fulbright	Myers	Willis
George	O'Daniel	Wilson

Mr. HILL. I announce that the Senator from Florida [Mr. ANDREWS], the Senator from Pennsylvania [Mr. GUFFEY], the Senator from South Carolina [Mr. JOHNSTON], the Senator from Washington [Mr. MAGNUSON], and the Senator from Nevada [Mr. SCRUGHAM] are necessarily absent.

The Senator from Virginia [Mr. GLASS] is absent because of illness.

The Senator from West Virginia [Mr. KILGORE] is absent on public business.

The Senator from New York [Mr. MEAD] and the Senator from Washington

imported into the U. S. and its Territories and possessions, and of all products, commodities, and factors involved therein, including farm prices and shortages of farm labor, machinery, fertilizer, and feed or other commodities necessary to crop and livestock production; and (b) to make inquiries into any policies and practices of the Government which appear to imperil the production and distribution of adequate supplies of food for our armed forces, our civilian population, or our allies (S.Rept. 105). To Audit-Control Committee. (p. 2280.)

WAR CIVIL FUNCTIONS APPROPRIATION BILL, 1946. Reps. Snyder, Kerr, Mahon, Norrell, Hendricks, Powers, Engel, and Case and Sens. Thomas of Okla., Hayden, Overton, Russell, Thomas of Utah, Bailey, Gurney, Brooks, Burton, and Reed were appointed conferees on this bill, H.R. 2126 (pp. 2293, 2317).

MISSOURI VALLEY AUTHORITY; SAVANNAH VALLEY AUTHORITY. Agreed to Sen. Murray's (Mont.) S. Res. 97, to provide for consideration of S.555, the MVA bill, by the Commerce, Irrigation and Reclamation, and Agriculture and Forestry Committees for 60-day periods each, and to Sen. Russell's (Ga.) motion to provide for similar consideration for his bill S. 737, providing for a Savannah Valley Authority (pp. 2298-9).

SUBSIDIES. Passed as reported S. 502, to authorize subsidy payments after July 1, 1945, on obligations incurred before that date and authorizes subsidy payments during the fiscal year 1946 as follows: Foreign materials and commodities (except rubber and its products), \$80,000,000; foreign rubber and its products, \$60,000,000; domestic meats, \$560,000,000; domestic butter, \$100,000,000; domestic flour, \$190,000,000; domestic petroleum and its products, \$290,000,000; and certain metals and other materials, \$188,000,000. Permits use of unused portions, not over 10%, of any of these allocations for making payments on any other enumerated item (pp. 2297-8, 2301-13).

Rejected Sen. Murray's (Mont.)/modified amendment to provide that "No Government officer or agent shall have discretion or authority to deny or withhold payment of sums relating to the production or sale of agricultural or other commodities (including livestock and meat) to any currently eligible person, firm, or corporation through Executive set-off for any disputed claim, or as a penalty not specified by statute, or otherwise, except in cases pending in court" (pp. 2306-13).

Sen. Taft, Ohio, stated, "I have never thought that the Commodity Credit Corporation had authority to pay milk subsidies" (p. 2304), and at his request "a description of the principal subsidies covered by this bill" was printed in the Record (pp. 2305-6).

FORESTRY. Received a S.C. Legislature resolution urging a program of forest research including (1) establishment of a regional forest utilization unit with appropriations of not less \$50,000, and (a) expansion of the present experimental forest program to include active research in timber growing and related problems of fire protection and forest grazing. To Agricultural and Forestry Committee. (p. 2280.)

INTERSTATE COMMERCE; TRANSPORTATION. Received a Mich. Legislature resolution requesting Congress to designate limits of authority for Federal administrative agencies in their power to regulate interstate commerce. To Judiciary Committee. (p. 2280.)

FARM LABOR. Received a Mich. Legislature resolution urging Congress to enact legislation protecting farm labor as essential war labor. To Military Affairs Committee. (p. 2280.)

MANPOWER. Sen. McMahon, Conn., criticized proposals to use "compulsion" in the manpower bill (pp. 2283-4).

OFFICE OF BUDGET AND FINANCE
Legislative Reports and Service Section

79th-1st, No. 49

DIGEST OF PROCEEDINGS OF CONGRESS OF INTEREST TO THE DEPARTMENT OF AGRICULTURE
(Issued Friday, ~~February~~ ^{March} 16, 1945, for actions of Thurs. ~~Feb.~~ ^{March} 15, 1945)

(For staff of the Department only)

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SENATE

1. INDEPENDENT OFFICES APPROPRIATION BILL, 1946. Passed with amendments this bill, H.R.1984 (pp. 2284-93).

Agreed to amendments by:

Sen. LaFollette, Wis., to provide that the veterans' job-restoration provision be amended to provide that the veteran "has been certified by the Civil Service Commission as still qualified to perform the duties of his former position," after agreeing to his unanimous consent request to reconsider the vote by which the ^{committee} amendment had been agreed to. Then the committee amendment as amended was agreed to. (p. 2284.); and by

Sen. O'Mahoney, Wyo., to provide that not less than \$171,673 shall be available for the enforcement of the Wool Products Labeling Act by the Federal Trade Commission (p. 2289).

Rejected an amendment by Sen. Saltonstahl, Mass., (2/3 vote required under the Senate rules) to prohibit use of the public-works funds for loans to States until the States have designated an all-over agency to allocate funds for projects conforming to State, local, and regional plans (pp. 2285-9).

Sens. Glass, McKellar, Russell, Green, Bankhead, Bridges, White, and Brooks were appointed conferees (p. 2293).

During debate on this bill Sen. Reed, Kans., spoke favoring Sen. McKellar's proposal to require TVA and "every other authority or activity of the Government that collects money belonging to the United States to pay the money into the Treasury and to come before the Congress to obtain appropriations," and commended the TVA farm program, inserting a table showing the number of farms receiving electric service, 1938-44 (pp. 2290-2). Sen. McKellar received consent to have his history of TVA printed as a Senate document (p. 2282).

2. FOOD PRODUCTION AND DISTRIBUTION. Agriculture and Forestry Committee reported without amendment S. Res. 92, to authorize an investigation with respect to any matters relating to the production, transportation, distribution, exportation, utilization, and consumption of food and allied products produced within or

resents that "Serutan" (a trade name coined by spelling "natures" backward) will promote normal or regular action by the digestive or elimination organs, will strengthen these organs or stimulate them.

"The use by respondents of the false, deceptive, and misleading representations with respect to the product Serutan," the Commission stated, "has the tendency and capacity to mislead and deceive a substantial portion of the purchasing public into the erroneous and mistaken belief that such false and misleading representations are true, and as a result the purchasing public is induced to purchase substantial quantities of such product."

"The aforesaid acts and practices as herein found are all to the prejudice and injury of the public and constitute unfair and deceptive acts and practices in commerce within the intent and meanings of the Federal Trade Commission Act."

(Mr. WILSON asked and was given permission to revise and extend his remarks.)

COMMITTEE ON EDUCATION

Mr. BARDEN. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from North Carolina?

There was no objection.

Mr. BARDEN. Mr. Speaker, the Committee on Education sometime ago set the date of April 10 to begin hearings on the bill H. R. 1296, the Ramspeck bill, generally referred to as the Federal aid to education bill.

In view of the fact that it is generally expected that we will have a recess beginning probably about 24th of this month and lasting until the 10th or 15th of April, the committee at the request of and in concurrence with the gentleman from Georgia [Mr. RAMSPECK] the author of the bill, has agreed to change the date of the hearings from April 10 to April 24. I thought this announcement should be made now in view of the fact that the press has carried stories regarding these proposed hearings and that many Members have been receiving correspondence in that connection.

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION BILL, 1946

Mr. SNYDER. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes, with Senate amendments thereto, disagree to the Senate amendments, and ask for a conference with the Senate.

The SPEAKER. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The speaker appointed as conferees on the part of the House Messrs. SNYDER, KERR, MAHON, NORRELL, HENDRICKS, POWERS, ENGEL of Michigan, and CASE of South Dakota.

DETERMINATION AND PAYMENT OF CERTAIN CLAIMS AGAINST THE GOVERNMENT OF MEXICO

Mr. BLOOM. Mr. Speaker, I ask unanimous consent for the immediate consideration of the joint resolution

(H. J. Res. 115) relative to determination and payment of certain claims against the Government of Mexico.

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

The Clerk read the joint resolution, as follows:

Resolved, etc., That section 5 of the Settlement of Mexican Claims Act of 1942, approved December 18, 1942 (56 Stat. 1058), is amended by adding a new subsection numbered (d) and reading as follows:

"(d) In any case in which the Commission shall enter an award, it shall, as soon as practicable, certify such award to the Secretary of the Treasury."

SEC. 2. Section 5 (d) of such act is amended to read as follows:

"(e) The Commission shall, upon the completion of its work, transmit in duplicate to the Secretary of State and to the Secretary of the Treasury the following:

"(1) A list of all claims disallowed;

"(2) A list of all claims allowed, in whole or in part (together with the amount of each claim and the amount awarded thereon); and

"(3) A copy of the decision rendered in each case."

SEC. 3. Section 8 (c) of such act is amended to read as follows:

"(c) The Secretary of the Treasury is authorized and directed, out of the sums covered into the fund pursuant to subsection (b) of this section, and after making the deduction provided for in section 10 (b), to make payments on account of awards and appraisals certified pursuant to section 4 (b), 4 (c), and 6 (b) of this act, prior to the date of the enactment of the Settlement of Mexican Claims Act Amendments of 1945 of an amount not to exceed 30 percent of the award or appraisal in each case, exclusive of interest; and, on and after July 1, 1945, the Secretary of the Treasury is authorized and directed, out of the sums covered into the fund pursuant to subsection (b) of this section, and after making the deduction provided for in section 10 (b), to make an additional payment on account of awards and appraisals certified pursuant to sections 4 (b), 4 (c), and 6 (b) of this act prior to the date of the enactment of the Settlement of Mexican Claims Act Amendments of 1945, of an amount not to exceed 10 percent of the award or appraisal in each case, exclusive of interest."

SEC. 4. Section 4 (b) of such act is amended to read as follows:

"(b) In connection with such cases, the Commission shall, as soon as practicable, notify each claimant, or his attorney, by registered mail to his last-known address, of the appraisals so made. Within a period of 30 days after the mailing of such notice, the claimant shall notify the Commission in writing whether the appraisal so made is accepted as final and binding, or whether a petition for review will be filed as provided in subsection (c). If the claimant fails to so notify the Commission in writing within such period, or if the Commission is notified within such period of the final acceptance of such appraisal, it shall, at the expiration of such period, enter an award on the basis of such appraisal: *Provided*, That if the Commission's efforts to notify the respective claimants, or their attorneys have failed to disclose their whereabouts, the Commission may, at the expiration of a period of 30 days from the date of the enactment of the Settlement of Mexican Claims Act Amendments of 1945, enter an award on the basis of such appraisal."

SEC. 5. Section 2 (d) of such act is amended to read as follows:

"(d) The authority of the Commission under this act, and the terms of office of its members, shall terminate at the expiration

of 4 years after the date on which a majority of its members first appointed take office, but the President may by Executive order fix an earlier termination date. Upon the termination of the authority of the Commission, all books, records, documents, and other papers in the possession of the Commission shall be deposited with the Department of State."

SEC. 6. So much of section 8 (d) of such act as precedes paragraph (2) is amended to read as follows:

"(d) On or after July 1, 1945, the Secretary of the Treasury is authorized and directed, to the extent that it may be possible to do so out of the sums covered into the fund pursuant to subsection (b) of this section, and after making the deduction provided for in section 10 (b) —

"(1) to make similar payments of not to exceed 40 percent on account of the principal amount of the awards certified pursuant to section 5 (d) of this act."

SEC. 7. Section 4 (c) of such act is amended to read as follows:

"(c) In any case in which the Commission is so notified in writing that a petition for review will be filed, the Commission shall prescribe a reasonable period, which may be extended in the discretion of the Commission, within which such petition, together with written legal contentions in support thereof, shall be filed. If no petition for review is filed within the period or any extension thereof prescribed by the Commission, it shall enter an award on the basis of the appraisal in such case."

SEC. 8. This joint resolution may be cited as the "Settlement of Mexican Claims Act Amendments of 1945."

The joint resolution was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

PRINTING ADDITIONAL COPIES OF HEARINGS RELATIVE TO COTTON

Mr. JARMAN. Mr. Speaker, from the Committee on Printing, I report (Rept. No. 336) back favorably without amendment a privileged resolution (H. Con. Res. 34) authorizing the special committee of the Committee on Agriculture, designated by the chairman to study post-war plans for agriculture, particularly as relate to cotton, to have printed for its use additional copies of the hearings held before said committee during the second session of the Seventy-eighth Congress and ask for immediate consideration of the resolution.

The Clerk read the resolution, as follows:

Resolved by the House of Representatives (the Senate concurring), That in accordance with paragraph 3 of section 2 of the Printing Act, approved March 1, 1907, the special committee of the Committee on Agriculture, House of Representatives, designated by the chairman to study post-war plans for agriculture, particularly as relate to cotton, be, and is hereby, authorized and empowered to have printed for its use 2,500 additional copies of the hearings held before the said special committee during the second session of the Seventy-eighth Congress.

The resolution was agreed to.

A motion to reconsider was laid on the table.

ADDITIONAL COPIES OF THE BILL (H. R. 2200), TOGETHER WITH ACCOMPANYING REPORT THEREON

Mr. JARMAN. Mr. Speaker, from the Committee on Printing I report back fa-

vorably without amendment (Rept. No. 337) a privileged resolution (H. Con. Res. 33), authorizing the printing of additional copies of the bill (H. R. 2200) to revise, codify, and enact into law title 18 of the United States Code, entitled "Crimes and Criminal Procedure", together with the accompanying report thereon; and ask for its immediate consideration.

The Clerk read as follows:

Resolved by the House of Representatives (the Senate concurring), That there shall be printed 1,150 additional copies of the bill (H. R. 2200) to revise, codify, and enact into law title 18 of the United States Code, entitled "Crimes and Criminal Procedure", together with the accompanying report thereon, of which 200 copies shall be for the use of the House document room, 200 copies for the use of the Senate document room, and 750 copies for the use of the Committee on Revision of the Laws, House of Representatives.

The resolution was agreed to.

A motion to reconsider was laid on the table.

CORRECTION OF RECORD

Mr. JARMAN. Mr. Speaker, I ask unanimous consent that the CONGRESSIONAL RECORD be corrected in several instances, as follows:

On page 2158 of the RECORD of March 13, in the third column, line 47, the word "in" should be stricken.

On page 2159, in the first column, the eighth line from the bottom, the word "what" should be "that."

On the same page in the third column, the twenty-fourth line, the word "preferably" I said "preferable."

On page 2160, the first column, line 27, between the words "get" and "percent" should be inserted the figure "20."

The SPEAKER. Is there objection to the request of the gentleman from Alabama?

There was no objection.

THE ITALIAN FRONT

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

Mr. McCORMACK. Mr. Speaker, the Italian front most persons pass by these days without a glance.

That peninsula whose V-shaped peaks terminate almost at the water's edge—of both the Adriatic and the Tyrrhenian Seas. Swift, short rivers dash seaward from the icy peaks, cutting valleys down both slopes of the "spine." These valleys and their ridges must be crossed. Those swift streams must be forded. Every conceivable path of progress is "zeroed in" with deadly 88's and hellish 81 millimeter mortars—all the way back to the Brenner Pass, Salerno, the Rapido, the Volturno, Cisterno, and Cassino. And then a rest. The "rest" was called the Anzio beachhead. Some day we will know the full, true story of the Anzio beachhead.

Rome was liberated the day before the Allies landed in Normandy. The fighting has been equally tough on both fronts. But on the one there has been the glory of the break-through at St. Lo, the de-

struction of the German Seventh Army in the Falaise pocket, the liberation of Paris, the stand at Bastogne, the hammering back of Von Rundstedt's Belgian bulge—and now—the bridge at Remagen. No more glory on the Italian front.

But death is just as rampant and just as ugly there. Fox holes are just as frozen. Mud is just as deep. American blood reddens soil and river alike with the same dye.

It is on the Italian front that, with but equal numerical strength, General Clark and his men are not only containing 27 to 28 German divisions; containing them far from the Remagen bridgehead, but pushing back, ever back, the so-called Wehrmacht.

Lest we forget—a thought—a prayer—words of praise for our American sons of freedom's "forgotten front."

Mr. Speaker, I ask unanimous consent that the Speaker may send to General Clark and his officers and men an appropriate message from the House of Representatives, congratulating them on their victories and their bravery, and that we of the House of Representatives realize and appreciate, with complete understanding of its great significance, the great work they are performing on the front on which they are engaged, and appreciate the valuable contributions that they have made, that they are now making, and will continue to make, to the early and successful termination of the war.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

REPORT BY CONFEREES ON BILL CONTINUING COMMODITY CREDIT CORPORATION

Mr. SPENCE. Mr. Speaker, I ask unanimous consent that the conferees on the bill (S. 298) continuing Commodity Credit Corporation as an agency of the United States Government be given until 12 o'clock midnight to file a report.

Mr. MARTIN of Massachusetts. Mr. Speaker, reserving the right to object, will the gentleman tell us when he intends to call up this conference report?

Mr. SPENCE. We will meet at 4 o'clock, and I suppose we will call it up tomorrow.

Mr. MARTIN of Massachusetts. The gentleman intends to bring it up tomorrow in the House?

Mr. SPENCE. We intend to bring it up tomorrow if we complete it tonight; yes.

The SPEAKER. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

EXTENSION OF REMARKS

Mr. ROE of Maryland asked and was given permission to extend his remarks in the RECORD and make a brief statement on the manpower situation and include a letter from one of his constituents.

Mr. COFFEE asked and was given permission to extend his own remarks in two instances on two topics, and in one to include newspaper articles.

PERMISSION TO ADDRESS THE HOUSE

Mr. COFFEE. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Washington?

There was no objection.

(Mr. COFFEE asked and was given permission to revise and extend his remarks.)

[Mr. COFFEE addressed the House. His remarks appear in the Appendix of today's RECORD.]

EXTENSION OF REMARKS

Mr. LANE asked and was given permission to extend his remarks in the appendix of the RECORD, first to include a resolution filed by Thomas Dorgan, clerk of Superior Court of Boston, with the Massachusetts Legislature; and, secondly, to include a newspaper item.

Mr. PRICE of Illinois asked and was given permission to extend his remarks and include therein certain statements from Clark C. Griffith.

THE MARINES' ISLAND: IWO JIMA

Mr. HAYS. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Arkansas?

There was no objection.

Mr. HAYS. Mr. Speaker, I am today introducing a House joint resolution to provide that the island of Iwo Jima shall hereafter be known as the Marines' Island. This official recognition of the bravery displayed by the Marine Corps in the historic and crucial battle just ending is but a slight expression of the profound gratitude of the American people for their remarkable achievement. Its passage by the Congress would express, as perhaps no other official action might just at this time, our appreciation for the courage of our men and their devotion to duty under circumstances unparalleled in history.

Iwo Jima has such special significance that it would seem appropriate to give it immediately a name that would be a constant reminder of this bright chapter in the Marine Corps history and a perpetuation of what our fighting men did to acquire and hold this strategic piece of land. This proposal is not my own but was originated by my friend, Mr. C. N. Rainwater, of Little Rock, Ark. I am glad to embody the idea in a resolution and trust it will receive prompt approval.

When I first discussed this suggestion with a high ranking officer in the Marine Corps he agreed that a new name would be appropriate, but that the name should also be identified with the Navy, which must be credited with gallantry at Iwo, but I believe that there will be other ways of honoring the Navy and that the men of that great branch of our service would agree in this instance that the marines, having borne the brunt of the fighting and having sacrificed so heavily the lives of their men, should have this special recogni-

amendments and the third reading of the bill.

The amendments were ordered to be engrossed, and the bill to be read a third time.

The PRESIDING OFFICER. The question now is, Shall the bill pass?

The bill (H. R. 1984) was passed.

Mr. McKELLAR. Mr. President, I move that the Senate insist upon its amendments, ask for a conference with the House thereon, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to, and the Chair appointed Mr. GLASS, Mr. McKELLAR, Mr. RUSSELL, Mr. GREEN, Mr. FANKHEAD, Mr. BRIDGES, Mr. WHITE, and Mr. BROOKS conferees on the part of the Senate.

CALL OF THE ROLL

Mr. RUSSELL. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The Chief Clerk called the roll, and the following Senators answered to their names:

Aiken	Green	O'Daniel
Austin	Gurney	O'Mahoney
Bailey	Hart	Overton
Ball	Hatch	Pepper
Bankhead	Hawkes	Radcliffe
Barkley	Hayden	Reed
Bilbo	Hickenlooper	Robertson
Blackwelder	Hill	Russell
Briggs	Hoey	Saltonstall
Buck	Johnson, Calif.	Shipstead
Burton	Johnson, Colo.	Smith
Bushfield	Johnston, S. C.	Stewart
Butler	La Follette	Taft
Byrd	Langer	Taylor
Capehart	Lucas	Thomas, Okla.
Capper	McCarran	Thomas, Utah
Chandler	McClellan	Tobey
Chavez	McFarland	Tunnell
Connally	McKellar	Tydings
Cordon	McMahon	Vandenberg
Donnell	Magnuson	Wagner
Downey	Maybank	Walsh
Eastland	Millikin	Whceler
Ellender	Mitchell	Wherry
Ferguson	Moore	White
Fulbright	Morse	Wiley
George	Murdoch	Willis
Gerry	Murray	Wilson
	Myers	

The VICE PRESIDENT. Eighty-six Senators having answered to their names, a quorum is present.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Chaffee, one of its reading clerks, announced that the House had disagreed to the amendments of the Senate to the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes; asked a conference with the Senate on the disagreeing votes of the two Houses thereon, and that Mr. SNYDER, Mr. KERR, Mr. MAHON, Mr. NORRELL, Mr. HENDRICKS, Mr. POWERS, Mr. ENGEL of Michigan, and Mr. CASE of South Dakota were appointed managers on the part of the House at the conference.

APPROPRIATIONS FOR CIVIL FUNCTIONS OF THE WAR DEPARTMENT

The VICE PRESIDENT laid before the Senate a message from the House of Representatives announcing its disagreement to the amendments of the Senate to the bill (H. R. 2126) making appropria-

tions for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes, and requesting a conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. THOMAS of Oklahoma. I move that the Senate insist upon its amendments, agree to the request of the House for a conference, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the Vice President appointed Mr. THOMAS of Oklahoma, Mr. HAYDEN, Mr. OVERTON, Mr. RUSSELL, Mr. THOMAS of Utah, Mr. BAILEY, Mr. GURNEY, Mr. BROOKS, Mr. BURTON, and Mr. REED conferees on the part of the Senate.

THE CALENDAR

Mr. BARKLEY. Mr. President, it has been some time since we called the calendar, and I think we can dispose of it within an hour or so. There are some bills on it in which the Senate is interested. I ask unanimous consent that the Senate proceed to the call of the calendar for consideration of bills to which there is no objection.

Mr. WHITE. I have no purpose to object. I wonder if the Senator is in position to indicate what will be taken up at the conclusion of the call of the calendar.

Mr. BARKLEY. It is my idea that before we get into a prolonged debate over the Mexican treaty or over the nomination of Mr. Aubrey Williams that we should clean up the calendar, following which I shall move that the Senate go into executive session so we may consider the matters on the Executive Calendar.

The VICE PRESIDENT. Is there objection to the request of the Senator from Kentucky? The Chair hears none, and the clerk will proceed to call the calendar.

Mr. BAILEY. Mr. President, I should like to ask unanimous consent for the present consideration of Senate Resolution 97, on which agreement has been reached. I think it will take little time to consider it.

Mr. BARKLEY. That is a resolution which has gone over under the rule. It is not in order to bring it up now. When it is brought up, I think it will be entirely agreeable to dispose of it.

The VICE PRESIDENT. The clerk will state the first measure on the calendar.

JOHN H. GRADWELL

The bill (S. 491) for the relief of John H. Gradwell, was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to John H. Gradwell, of Meriden, Conn., the sum of \$351.30, in full satisfaction of his claim against the United States for compensation for damage to his automobile resulting from a collision with an Army vehicle in Hamden, Conn., on January 4, 1943: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in

connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

BILL PASSED OVER

The bill (S. 105) to amend Public Law 603 (77th Cong., 2d sess., ch. 404), which is entitled "An act to mobilize the productive facilities of small business in the interests of successful prosecution of the war, and for other purposes," was announced as next in order.

Mr. BILBO. I ask that the bill be passed over.

The VICE PRESIDENT. The bill will be passed over.

Mr. WHITE. Will some Senator make an explanation of what is involved in this bill?

The VICE PRESIDENT. The Senator from Mississippi has asked that the bill be passed over.

Mr. BILBO. I asked that the bill be passed over because the author of the bill is not present to explain it. I should like to know what is in it.

CHARLES A. STRAKA

The Senate proceeded to consider the bill (S. 519) for the relief of Charles A. Straka, which had been reported from the Committee on Claims with an amendment, on page 1, line 4, after the words "accounts of", to insert "the late", so as to make the bill read:

Be it enacted, etc., That the Comptroller General is authorized and directed to credit the accounts of the late Charles A. Straka, former postmaster at Milledgeville, Ill., with the sum of \$1,149.35, representing the total of the amounts claimed by him in his quarterly reports as compensation for the period May 1, 1910, to December 5, 1940, but disallowed by the General Accounting Office.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

The title was amended so as to read: "A bill for the relief of the estate of Charles A. Straka."

AMENDMENT TO THE LOCOMOTIVE INSPECTION ACT

The bill (S. 46) to amend the Locomotive Inspection Act of February 17, 1911, as amended, to provide for the appointment of five additional inspectors, and to provide for adjustments in salaries, was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That the third and fourth sentences of section 3 of the act entitled "An act to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their locomotives with safe and suitable boilers and appurtenances thereto," approved February 17, 1911, as amended (U. S. C., 1940 ed., title 45, secs. 24 and 25), are amended to read as follows: "The director of locomotive inspection shall receive a salary of \$8,000 per year and the assistant directors of locomotive inspection shall each receive a salary of \$7,000 per year; and each of the three shall be paid his traveling expenses incurred in the performance of his duties. The office of the director of locomotive inspection shall be in Washington, D. C., and the Interstate Com-

merce Commission shall provide such legal, technical, stenographic, and clerical help as the business of the offices of the director of locomotive inspection and his said assistants and the district inspectors may require."

SEC. 2. The fifth and sixth sentences of section 4 of such act, as amended (U. S. C., 1940 edition, title 45, sec. 26), are amended to read as follows: "Each inspector shall receive a salary of \$4,600 per year and his traveling expenses while engaged in the performance of his duty. He shall receive in addition thereto an annual allowance for office rent, stationery, and incidental expenses, to be fixed by the Interstate Commerce Commission, but not to exceed in the case of any district inspector \$1,000 per year."

SEC. 3. The first sentence of the second paragraph of section 4 of such act, as amended (U. S. C., 1940 ed., title 45, sec. 27), is amended to read as follows:

"Within the appropriations therefor and subject to the provisions of this act, the Interstate Commerce Commission may appoint, from time to time, not more than 20 inspectors in addition to the number authorized in the first paragraph of this section, as the needs of the service may require."

SEC. 4. This act shall take effect on the first day of the calendar month following the calendar month in which it is enacted.

BILL PASSED OVER

The bill (S. 47) to amend the Interstate Commerce Act as amended, was announced as next in order.

Mr. BARKLEY. I understand that the Senator from Montana [Mr. WHEELER], chairman of the Interstate Commerce Committee, who reported the bill, desires that it go over, and in his name I request that it go over.

The VICE PRESIDENT. The bill will be passed over.

HENRY M. RUIZ

The Senate proceeded to consider the bill (S. 71) for the relief of Henry M. Ruiz, which had been reported from the Committee on Claims with an amendment on page 1, line 5, after the word "otherwise", to strike out "appropriated, to Henry M. Ruiz, of Phoenix, Ariz., the sum of \$1,000, in full satisfaction of his claim against the United States for compensation for injuries sustained by his minor daughter, Estrella Ruiz, when a United States Army airplane crashed into his home in Phoenix, Ariz., on April 22, 1944" and insert "appropriated, to the legal guardian of Estrella Ruiz, a minor, of Phoenix, Ariz., the sum of \$1,350, in full satisfaction of all claims against the United States for compensation for the personal injuries sustained by the said Estrella Ruiz, and medical expenses incurred for her treatment, as the result of an accident involving an Army airplane which occurred in Phoenix, Ariz., on April 22, 1944:", so as to make the bill read:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to the legal guardian of Estrella Ruiz, a minor, of Phoenix, Ariz., the sum of \$1,350, in full satisfaction of all claims against the United States for compensation for the personal injuries sustained by the said Estrella Ruiz, and medical expenses incurred for her treatment, as the result of an accident involving an Army airplane which occurred in Phoenix, Ariz., on April 22, 1944: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent

thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

The title was amended so as to read: "A bill for the relief of the legal guardian of Estella Ruiz."

MARIA MANRIQUEZ RUIZ

The bill (S. 70) for the relief of Maria Manriquez Ruiz, was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Maria Manriquez Ruiz, of Phoenix, Ariz., the sum of \$3,000, in full satisfaction of her claim against the United States for compensation for injuries sustained by her when a United States Army airplane crashed into her home in Phoenix, Ariz., on April 22, 1944: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

MARY G. MARGGRAF

The bill (S. 93) for the relief of Mary G. Marggraf was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Mary G. Marggraf, of Chicago, Ill., the sum of \$1,900, in full satisfaction of all claims against the United States for compensation for personal injuries sustained by her when she was struck by a United States mail truck at Cicero Avenue and Gladys Avenue, Chicago, Ill., on December 17, 1943: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

DANE D. MORGAN

The bill (S. 319) for the relief of Dane D. Morgan was announced as next in order.

The VICE PRESIDENT. The Chair will state that there is a similar House bill of a similar title on the calendar, Calendar No. 83, House bill 1149. Without objection, the House bill will be substituted for the Senate bill, and, without objection, the House bill will be passed and the Senate bill indefinitely postponed.

NEW ENGLAND TELEPHONE & TELEGRAPH CO.

The bill (S. 318) for the relief of the New England Telephone & Telegraph Co. was announced as next in order.

The VICE PRESIDENT. The Chair is informed that a House bill of a similar title is on the calendar, Calendar No. 82, House bill 987.

Without objection, the House bill will be substituted for the Senate bill, and, without objection, the House bill will be passed and the Senate bill will be indefinitely postponed.

MRS. MAE E. SUTTON

The Senate proceeded to consider the bill (S. 411) for the relief of Mrs. Mae E. Sutton, which has been reported from the Committee on Claims with an amendment on page 1, line 6, after the words "sum of", to strike out "\$11,570.89" and insert "\$7,570.89", so as to make the bill read:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Mrs. Mae E. Sutton, San Francisco, Calif., the sum of \$7,570.89, in full settlement of all claims of the said Mrs. Mae E. Sutton against the United States for injuries sustained when the automobile which she was driving was struck by an Army truck near Ord Village, Calif., on November 15, 1942: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

JAMES M. HILER

The bill (S. 321) for the relief of James M. Hiler was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That the Comptroller General of the United States is hereby authorized and directed to allow credit in the account of James M. Hiler, an employee of the Federal Public Housing Authority employed as housing manager of the Marine View Terrace housing project (project numbered CAL-4745), Eureka, Humboldt County, Calif., in the sum of \$162.70, together with interest thereon, public funds for which he is accountable and which were stolen, without his fault, from a vault in the project office in the community building in said project sometime between the close of business at 5:15 o'clock post meridian on July 22, 1944, and 9 o'clock antemeridian on July 23, 1944: *Provided*, That the said James M. Hiler is hereby relieved of pecuniary responsibility for the loss of said public funds.

LAWRENCE MOTOR CO., INC.

The bill (S. 288) for the relief of the Lawrence Motor Co., Inc., was considered, ordered to be engrossed for a third reading, read the third time, and passed, as follows:

Be it enacted, etc., That the Comptroller General of the United States be, and he here-

in the old lines of the service, such as the post-office inspectors; immigration service; secret service; F. B. I., and even of the newer groups which have been organized within the complexity and modernity of our life, they could find that these men are men of exemplary character. Federal judges have the highest confidence in their character, ability, and honesty.

When those men come in they do not seek a record for convictions at all. They are seeking to see that justice is done. They arrest the prisoner. They accord him every right. They inform him who they are and what his rights are. Then if he freely and voluntarily wishes to make a statement, they take it. The fact that they have taken a statement after he has been sufficiently warned of his rights and every safeguard taken, proves there should be no question as to the time elapsing before he can be arraigned, because that is a matter of the convenience of the United States attorney, the commissioner, or the defendant's counsel. All those factors enter into it. Consequently, when the McNabb opinion was handed down it reversed this. We are simply seeking to restore the rule of evidence which existed before that time, with the result that no man arrested now can be held beyond a reasonable time. That is what the Gwynne amendment provides for. He must be brought in within a reasonable time.

It is our contention that if these steps are taken, every safeguard that is afforded a prisoner will be retained and the law will be restored to its original status, and all will know just where they stand.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER. The question is on agreeing to the committee amendment. The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

EXTENSION OF REMARKS

Mr. LEA (at the request of Mr. HARRIS) was granted permission to extend his own remarks in the RECORD.

Mr. HOLIFIELD asked and was given permission to extend his remarks in the RECORD on two different subjects, and in one to include a letter addressed to the War Production Board.

Mr. MARCANTONIO asked and was given permission to extend his remarks and include a resolution adopted by the Order of the Sons of Italy.

Mr. KEFAUVER asked and was given permission to extend his remarks and include an address by Hon. Maury Maverick.

CIVIL FUNCTIONS APPROPRIATION BILL, 1946

Mr. SNYDER. Mr. Speaker, I ask unanimous consent that I may have until midnight tonight to file a conference report and statement on the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

The SPEAKER. Is there objection to

the request of the gentleman from Pennsylvania?

There was no objection.

The conference report and statement are as follows:

CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 2126) "making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes," having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendments of the Senate numbered 1, 2, 3, 4, 5, 6, 7, and 8, and agree to the same.

J. BUELL SNYDER,
JOHN H. KERR,
GEORGE H. MAHON,
W. F. NORRELL,
JOE HENDRICKS,
D. LANE POWERS,
ALBERT J. ENGEL,
FRANCIS CASE,

Managers on the part of the House.

ELMER THOMAS,
CARL HAYDEN,
JOHN H. OVERTON,
RICHARD B. RUSSELL,
ELBERT D. THOMAS,
JOSHUA W. BAILEY,
CHAN GURNEY,
C. WAYLAND BROOKS,
CLYDE M. REED,

Managers on the part of the Senate.

STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying report, as to each of such amendments, namely:

Amendments Nos. 1, 3, 5, and 7, provides that "used" automobiles shall be purchased from funds provided in the bill as proposed by the Senate.

Amendment No. 2, inserts the word "effected" instead of the word "affected".

Amendment No. 4, appropriates "\$44,508,000", as proposed by the Senate, instead of "\$41,358,000", as proposed by the House.

Amendment No. 6, appropriates "\$24,172,000", as proposed by the Senate, instead of "\$14,037,000", as proposed by the House.

Amendment No. 8, inserts the word "be" as proposed by the Senate.

J. BUELL SNYDER,
JOHN H. KERR,
GEORGE H. MAHON,
W. F. NORRELL,
JOE HENDRICKS,
D. LANE POWERS,
ALBERT J. ENGEL,
FRANCIS CASE,

Managers on the part of the House.

EXTENSION OF REMARKS

Mr. DE LACY asked and was given permission to extend his remarks and include an editorial from the Seattle Times.

BILLS ON THE CONSENT CALENDAR FROM THE COMMITTEE ON IMMIGRATION AND NATURALIZATION

The SPEAKER. Under previous order of the House the gentleman from

New York [Mr. DICKSTEIN] is recognized for 25 minutes.

(Mr. DICKSTEIN asked and was given permission to revise and extend his remarks.)

Mr. DICKSTEIN. Mr. Speaker, on the Consent Calendar yesterday there were seven or eight bills from the Committee on Immigration and Naturalization which were called up for consideration. All of the bills had been introduced upon specific recommendations by, and in some cases, even request of, the Department of Justice. They were fully considered by the Committee on Immigration and Naturalization and reported by that committee unanimously. Some Members in this House have developed a very peculiar voting habit, without realizing, it seems, that they are destroying the very basis of congressional legislative procedure. One particular gentleman—the gentleman from Mississippi [Mr. RANKIN], and if he is here I will be glad to yield to him on any question he wants to ask—wraps himself in the American flag the minute anyone whom he dislikes dares to utter anything with which he disagrees. Well, the poor flag has been almost worn out lately because there are a great many people in this great country of ours with whom this lone, self-appointed guardian of our Nation disagrees and he has had to use the flag quite often lately in his efforts to justify some of his remarks on the floor of this House.

Now we will take a quotation from the gentleman's "unbiased" remarks appearing on page 2451 of yesterday's RECORD:

These bills—

And I quote—

should not be passed by unanimous consent. In my opinion they should not be passed at all. The old-line Americans who send me to Congress do not expect me to transfer the right somewhere else to say who is to become citizens of the United States.

Continuing the quotation:

They do not want us to permit the unloading upon this country of the riffraff of the Old World, while our young men are fighting to save America for Americans.

As the bills in question were mostly naturalization matters which in no way affected our basic immigration policy—the gentleman clearly showed that he did not even bother to read the bills or the reports thereon. He was not interested in the merits of the bills—he just objected to them—to all of them—without even bothering to wait until they were actually called up for consideration. How can anybody call that just and fair consideration of legislation?

Mr. Speaker, at this point I am going to insert a short explanation of the eight bills in question so that the membership of the House can judge for itself what the problems involved are:

MEMORANDUM IN BRIEF EXPLANATION OF THE EIGHT IMMIGRATION AND NATURALIZATION BILLS THAT WERE OBJECTED TO ON THE CONSENT CALENDAR YESTERDAY AND REASONS WHY THEY SHOULD NOT BE PUT INTO ONE OMNIBUS BILL

H. R. 513

This is a bill designed, in a slight way, to reward persons who have been lawfully ad-

mitted to the United States for permanent residence and who have gone abroad for the purpose of serving in the military or naval forces of any of our allied countries, or who have gone abroad for the purpose of taking employment in war work of any such country.

Under our law, a person in the usual naturalization case is presumed to have lost his residence in the United States for naturalization purposes if he is absent for more than 6 months and actually loses his naturalization residence if he is absent for more than a period of 1 year. This means that upon his return he must again start his residence anew, generally a 5-year period, although his absence for the purposes mentioned does not break up his residence here for immigration purposes. Likewise, he is required to pay \$3 for the issuance of an immigration return permit, which is valid for only a period of 1 year, and is subject to a \$3 fee for each 6-month extension.

All this bill does is to hold that such a person, if he returns to the United States for permanent residence within 1 year after the United States shall cease to be in a state of war, shall not lose his residence for naturalization purposes, and exempts him from the payment of the fees referred to.

It is well known that in some cases persons recently arrived in our country can more efficiently serve the Allied effort by returning to the country from whence they came and serve either in the military service of such country or engage in war work of that country. The committee was of the opinion that no good reason exists why we should handicap those persons who are putting forth their best effort by proceeding abroad for the purpose specified in the bill.

H. R. 578

This is strictly a veteran measure. It is not new legislation at all. Legislation of the exact type has been placed in the statutes from time to time. It merely rewrites a law that has been on the books on different occasions and merely expedites the naturalization of a few remaining veterans of previous wars who have not as yet become naturalized citizens of the United States. The expedition is by way of eliminating some of the steps in the naturalization process. It does not waive at all the applicant's loyalty or willingness to defend the United States.

The last act expired on December 6, 1943. This bill passed the House in the last Congress.

H. R. 669

All this bill does is to permit the naturalization proceedings to be had at places other than in the office of the clerk of court or in open court where it is established that the individuals are too ill or physically unable to appear. Appearance in the office of the clerk of the court or in the court is waived only when the court itself is satisfied that the illness or disability is sufficiently serious to prevent appearance in the office of the clerk of the court or the court and is of a permanent nature, or of a nature which so incapacitates the person as to prevent him from appearing in the office of the clerk of the court or the court for a period of at least 1 year.

Very few cases would be involved, but a few very meritorious cases are occasionally found in which it would be a very humanitarian thing indeed, to permit the judge to naturalize the person in the person's place of confinement.

This bill passed the House in the last Congress.

H. R. 434

Under existing law, a person, whether a native-born or naturalized citizen, loses his citizenship by voting in a political election in a foreign state or participating in an election or plebiscite to determine the sovereignty over foreign territory. All this bill does is

add the proviso that citizenship shall not be lost if the voting in the political election or participation in an election or plebiscite was or hereafter is done under legal compulsion. Some countries have laws making it a criminal offense for refusing to vote in public elections. There is no reason why an American citizen who is compelled to vote in a foreign election at the risk of being penalized for a crime should lose his citizenship.

This bill passed the House in the last Congress.

H. R. 776

All this bill does is to make eligible for naturalization persons of the Filipino race. The Filipinos have been our own nationals (though not citizens) since the acquisition of the Philippine Islands. Under the Philippine Independence Act of 1934, they were made aliens for the purpose of immigration and naturalization. At present they have an annual quota of 50 and, if made racially eligible to naturalization, this quota of 50 per annum will continue after the independence of the Philippine Islands becomes final. Those Filipinos presently in the United States, as well as the few to come, will be made racially eligible for naturalization subject to the same conditions as pertain to all other aliens aspiring to citizenship, except that as to those Filipinos who entered prior to May 1, 1934, and have since continuously resided in the United States, they shall not be required to prove lawful entry because prior to that time, they being nationals and not aliens, were not required to make compliance with any immigration laws in order to enter the United States. The description of Filipinos limiting the term found in the latter part of section 2 of the bill was deliberately placed therein so that other orientals of races ineligible to citizenship could not enter by claiming to be Filipinos.

On December 17, 1943, an act of Congress was approved making Chinese persons racially eligible to naturalization and granting such persons a small annual quota of 105 per annum. It would seem we owe just as great an obligation to the Filipinos, who are and have been our nationals for upward of 50 years and who have made a glorious contribution to the war effort, as we do to persons of the Chinese race.

This bill was reported by our committee in the last Congress and the committee in the present Congress is likewise of the opinion that it represents a meritorious measure and should be enacted into law. (Through error it is indicated in the report that it passed the House.)

H. R. 387

This bill has but one objective. Under the Nationality Act of 1940, a citizen, either native-born or naturalized, shall lose his citizenship by obtaining naturalization in a foreign state, either upon his own application or through the naturalization of a parent having legal custody of the person involved. There is a proviso, however, that nationality shall not be lost as the result of the naturalization of a parent unless and until the child shall have attained the age of 23 years without acquiring permanent residence in the United States, and there is also a proviso that a person who has acquired foreign nationality through the naturalization of his parent and who at the same time is a citizen of the United States shall, if abroad and he has not heretofore expatriated himself as an American citizen by his own voluntary act, be permitted within 2 years from the effective date of the act (this 2-year period expired on January 13, 1943) to return to the United States and take up residence therein, and it shall be thereafter deemed that he has elected to be an American citizen. Failure on the part of such person to so return and take up permanent residence in the United States during such period shall be deemed to be a

determination on the part of such person to discontinue his status as an American citizen, and such person shall be forever estopped by such failure from thereafter claiming such American citizenship.

The sole purpose of this bill is to extend the 2-year period, which has already expired, to January 13, 1947, in order to allow these people to return to the United States. Bear in mind that these people have not taken any affirmative act of expatriation on their own account but have lost their citizenship through an act of their parent and have been unable to return to the United States because of lack of transportation resulting from present war conditions. It is hoped that by 1947 they will have been able to return to the United States. The extension of this period has been more or less of an oversight on the part of the Congress as the Congress has extended the time limitations in other parts of the nationality laws so that American citizens stranded abroad will not lose their citizenship because of circumstances over which they have no control.

This bill passed the House in the last Congress.

H. R. 511

This bill is designed to amend the naturalization laws in the interest of unity in citizenship. There are a number of elderly aliens in the country who are most anxious to become citizens of the United States, but because of lack of educational qualifications in their early days it is impossible for them now to pass the so-called educational qualifications for admission to citizenship.

The first section of the bill provides, in substance, that a person if racially eligible to naturalization, is 50 years of age or over, has resided in the United States continuously since prior to July 1, 1924, and who has made a declaration of intention to become a citizen, which declaration is not more than 7 years old, or who within 2 years after the effective date of the act makes such declaration, may be admitted to citizenship upon full and complete compliance with all of the requirements of the naturalization laws except that he shall not be required to speak the English language, sign his declaration or petition in his own handwriting, or meet other educational requirements. He must take advantage of this provision within 4 years after the date of the act. Particular note should be made of the fact that the loyalty requirements are in no manner whatsoever interfered with.

The second section of the bill merely provides that persons whose citizen children have served in the military forces of the United States during the present war under honorable conditions shall not be required to get the so-called Presidential exception in order to be naturalized. Section 326 of the Nationality Act of 1940 provides that certain classes of so-called alien enemies must secure a Presidential exception before they can proceed to naturalization. Due to the amount of work before the Naturalization Service, it often requires a long period of time before the exhaustive investigation which is made in section 326 cases can be completed. It is believed an exception should be made in favor of the parents of citizen children serving honorably in our forces. Again, note should be made of the fact that the loyalty of the applicant is completely investigated prior to the time he is naturalized.

The third and last section of the bill merely provides for a waiver of the declaration of intention to become a citizen on the part of parents whose children are or have served honorably in the armed forces of the United States. This waiver is designed to expedite the naturalization of parents of citizen service people. As you know, the law requires a 2-year period between the declaration of intention to become a citizen and the final naturalization. The waiving of a declaration is no novelty. The present law

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATION
BILL, FISCAL YEAR 1946

MARCH 20, 1945.—Ordered to be printed

Mr. SNYDER, from the committee of conference, submitted the
following

CONFERENCE REPORT

[To accompany H. R. 2126]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendments of the Senate numbered 1, 2, 3, 4, 5, 6, 7, and 8 and agree to the same.

J. BUELL SNYDER,
JOHN H. KERR,
GEORGE H. MAHON,
W. F. NORRELL,
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ALBERT J. ENGEL,
FRANCIS CASE,

Managers on the part of the House.

ELMER THOMAS,
CARL HAYDEN,
JOHN H. OVERTON,
RICHARD B. RUSSELL,
ELBERT D. THOMAS,
JOSIAH W. BAILEY,
CHAN GURNEY,
C. WAYLAND BROOKS,
CLYDE M. REED,

Managers on the part of the Senate.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying report, as to each of such amendments, namely:

Amendments Nos. 1, 3, 5, and 7 provide that "used" automobiles shall be purchased from funds provided in the bill, as proposed by the Senate.

Amendment No. 2 inserts the word "effected" instead of the word "affected".

Amendment No. 4 appropriates "\$44,508,000", as proposed by the Senate, instead of "\$41,358,000", as proposed by the House.

Amendment No. 6 appropriates "\$24,172,000", as proposed by the Senate, instead of "\$14,037,000", as proposed by the House.

Amendment No. 8 inserts the word "be", as proposed by the Senate.

J. BUELL SNYDER,
JOHN H. KERR,
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FRANCIS CASE,

Managers on the part of the House.

of distribution and production of these raw materials until they reach the... table" (pp. 2614-5). Rep. Hoffman, Mich., criticized the induction of farm labor, and urged consideration of domestic needs first (pp. 2615-6). Rep. Cunningham, Iowa, criticized the "restrictions" placed on veterans who get loans under the Bankhead-Jones Act, stating that the Secretary of Agriculture is "able to tell the veteran... what to farm, where to farm, how to farm, what to plant, what not to plant, and have complete control over him" (pp. 2616-7). Rep. Murray, Wis., claimed that the Agriculture Committee is "washed out as far as being a committee of any great importance. In 1939 and 1940... considered only the legislation O.K.'d by the Department. Now we see the committee's functions turned over to the Agriculture Subcommittee of the Appropriations Committee (pp. 2617-8). Rep. Jonkman, Mich., claimed that REA is making loans in excess of amount allowed by law (pp. 2620-1).

Rules Committee reported without amendment H. Res. 194, waiving points of order against H.R. 2689, the agricultural appropriation bill, 1946 (p. 2622).

PERSONNEL; RETIREMENT. Agreed to Rep. Ramspeck's (Ga.) unanimous consent request to recommit to the Civil Service Committee H.R. 577, to amend the Civil Service Retirement Act so as to exempt annuity payments from taxation (p. 2584).

RESEARCH. Received a Butler County, Pa., petition favoring the Lemke bill to prohibit the vivisection of dogs in D. C. (p. 2623).

EXPENDITURES. Received an Ohio Legislature petition proposing a Constitutional Amendment prohibiting Congress from appropriating funds in excess of estimated receipts, except by a three-fifths vote of each House, unless additional revenues have been previously provided, or unless such appropriations are for expenses of Congress or the courts or claims against the U. S. (p. 2623).

FOOD SUPPLY. Rules Committee reported without amendment H. Res. 195, to investigate supplies and shortages of food, particularly meat (H. Rept. 356) (p. 2622).

APPROPRIATIONS. Received from the President (Mar. 20, 1945) supplemental appropriation estimates of \$4,480,000 for the Bureau of Reclamation for pre-construction activities in the Missouri Valley Basin (H. Doc. 118). To Appropriations Committee.

WAR DEPARTMENT CIVIL APPROPRIATION BILL, 1946. Both Houses agreed to the conference report on this bill, H. R. 2126 (pp. 2582, 2568-9). (For provisions of interest, see Digest 46.) This bill will now be sent to the President.

FARM MACHINERY. Rep. Andersen, Minn., criticized exports of farm machinery "needed for domestic production" to countries which have had no direct effect on the winning of this war (p. 2583).

ECONOMY. Rep. Rich, Pa., urged economy in Government expenditures, stating, "The House should take from the Budget Bureau the thought that they can recommend any amount to be spent and that you will give the money from a Treasury that is empty" (p. 2584).

PERSONNEL; FOREIGN SERVICE. Rules Committee submitted a resolution for consideration of H. R. 689, to strengthen the Foreign Service, by permitting fullest utilization of available personnel and facilities of other U. S. agencies (Agriculture already cooperates) and coordination of activities abroad (p. 2622).

OFFICE OF BUDGET AND FINANCE
Legislative Reports and Service Section

79th-1st, No. 54

DIGEST OF PROCEEDINGS OF CONGRESS OF INTEREST TO THE DEPARTMENT OF AGRICULTURE
(Issued March 22, 1945, for actions of Wednesday, March 21, 1945)

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HOUSE

1. AGRICULTURAL APPROPRIATION BILL, 1946. Began and concluded general debate on this bill H. R. 2689 (pp. 2584-2621). Rep. Tarver, Ga., discussed the bill's provisions (pp. 2584-9). Rep. Plumley, Vt., commended the work of Arthur Orr, discussed the farm problem in general, stating, "Appropriations and doles and subsidies" will not solve this "enormous national problem," and mentioning domestic and foreign food distribution and farm machinery (pp. 2589-91). Rep. Case, S. Dak., commended the House action toward flood control work on the Missouri River, stating that it will be a great aid to agriculture (pp. 2591-2). Rep. Flannagan, Va., commended the work of the War Food Administrator and stated "The worst criticism...is that Judge Jones has not been given more authority" (p. 2593). Rep. Andresen, Minn., spoke favoring an investigation into the "food shortage" and several members discussed this subject with him (pp. 2593-5). Rep. Jones, Mo., stated, "But as the expenditures of the Federal Government for the Department of Agriculture decreased, production on American farms steadily increased, with the result that we have broken each year the farm production record of the preceding year" (pp. 2595-6). Rep. Witten, Miss., commended the research work of this Department and the food production record of farmers, criticized the price ceilings on dairy products, and urged expansion of forestry research in the Southeastern States (pp. 2597-8). Rep. Andersen, Minn., discussed the farm machinery export situation, supported the AAA and REA program, and commended the "great fundamental research divisions" (pp. 2598-2600). Rep. Horan, Wash., urged action toward a "complete and adequate" forestry program to meet the serious situation (pp. 2600-6). Rep. Vursell, Ill., criticized the handling of the meat situation (pp. 2607-8). Rep. Patman, Tex., discussed the "importance to farmers of H.R. 2202," his full-employment bill, because of consumption requirements, etc., and inserted tables bearing on that subject (pp. 2608-11). Rep. Rockwell, Colo., criticized proposals to increase the grazing fees in national forests (pp. 2612-4). Rep. Clevenger, Ohio, criticized milk prices, and stated, "I hope the committee...will make a study and once and for all show us the spread in the cost

usual, but, as a matter of fact, it has occurred in practically every department of the Government.

Mr. WARREN. That, of course, is correct.

Senator AIKEN. You have reported over matters involving millions of dollars in single cases to Congress, have you not?

Mr. WARREN. That is correct, Senator.

Mr. LANGER. Mr. President, will the Senator yield?

Mr. ELLENDER. I gladly yield.

Mr. LANGER. As a matter of fact, it is true, is it not, that the General Accounting Office does not even audit a bill of less than \$500, so that someone could come along 2 or 3 years from now and raise the identical questions that are raised here against Mr. Williams. Is not that true?

Mr. ELLENDER. It is absolutely true. It seems not to be a crime for these things to be done in any department of the Government except the one headed by Mr. Williams. As I pointed out, Mr. President, Mr. Warren has admitted it has happened in every department of the Government. Yet the only man who is being accused of doing wrong, or who is being found fault with, is Mr. Williams, and that charge was one of the charges made by my distinguished friend the Senator from Tennessee. The other one, as I have stated, was the charge of Mr. Williams being a Communist.

Mr. LANGER. Will the Senator yield for another question?

Mr. ELLENDER. I yield.

Mr. LANGER. I have read the hearings in this matter and I wish to know whether the Senator agrees with my conclusion, that there is not one word of testimony here showing that Mr. Williams was ever guilty of a single dishonest act in connection with the Government service.

Mr. ELLENDER. That is eminently correct. The evidence of the Comptroller General himself, which I have just read, shows it. His department audited all the accounts of the N. Y. A., which was headed by Mr. Aubrey Williams. I may say further that the record shows that Mr. Williams was Assistant Administrator of W. P. A., and W. P. A. handled billions of dollars yearly, but not a single solitary thing occurred in W. P. A. which reflected against the character or integrity of Aubrey Williams.

Yet in spite of all that, as I have just indicated, and simply because Mr. Aubrey Williams headed the organization, based on things which happened in the ordinary and usual course of events, the charge is made that he is dishonest, and so forth and so on, and that is why he should not be confirmed. The same thing applies to the charge against Williams of being communistic. Mr. President, it is simply ridiculous.

I read further:

Senator AIKEN. Which are pretty large in comparison with this comparatively small amount.

The total exceptions outstanding at G. A. O. against N. Y. A. during its 8 years amount to \$98,111 out of total expenditures amounting to \$662,000,000. In simple arithmetic that means only \$1.48 out of every \$10,000 spent.

Mr. President, I believe that what I have read from the testimony of Mr.

Warren should be a complete answer and ought to be conclusive proof that the charges made against Williams in that respect are not well-founded.

Mr. President, another charge was made against Mr. Williams. I read from the record at page 142 of the hearings. The Senator from Tennessee [Mr. McKellar] testified:

Now, let us see about another phase of that very thing.

He was discussing N. Y. A.

I wonder how many people are here who are fathers? I happen to be a bachelor and I have no boys to go into the Army, and maybe I ought not to even mention it, but I have 10 nephews and nephews-in-law in the Army, but I wonder how many mothers and fathers in this audience approved of what I am going to say now.

Of the number of young men that went out of the N. Y. A. how many do you suppose went into the Army? I asked that question, and I will answer it myself; 37,000 went into private employment and 1,500 into the armed services, and 4,500 went into the public service, civil service, public employment, and they became what? Yours boys were not treated exactly that way.

Senator LUCAS. Was that not the responsibility of the draft boards?

Senator McKELLAR. I do not know whose responsibility it was. If you have got boys in the Army—

Senator ELLENDER. I have.

Senator McKELLAR. Your boys were not treated that way. They either volunteered themselves, went into the Army to fight for their country, or they were forced to go in by proper law.

Why should we take the boys under Mr. Williams—kindly, ingratiating, splendid gentleman, well educated—he did not graduate, I do not believe, from any college as far as the record shows—but he is a well-educated man, a nice gentleman, one of the nicest gentlemen I ever saw. Why should the people in that public service, I think 410,000 at one time, I think that was his largest number, selected by him or, rather, brought in by his agents, why should they have such large advantages over your boys?

That question, I think, answers itself.

In other words, the distinguished Senator from Tennessee was charging Mr. Williams, in a measure, with sabotaging the war effort in respect to these boys who were in N. Y. A. In other words he said in effect: Why should N. Y. A. be in existence? Why should it take the young men of our country to do N. Y. A. work when they were needed in the Army? That charge, Mr. President, is unjust and not at all well-founded. Let me read from the record. The report of the Comptroller General dated November 1, 1940, was quoted as follows:

The National Youth Administration has requested Army recruiting officers to refrain from contacting National Youth Administration youth in order to keep them on N. Y. A. rolls and maintain a program which would justify congressional appropriations.

Mr. Williams replied:

Both charges are made in complete disregard of the clear record of the N. Y. A. policy. In 1940, nearly 8 months before this charge was made, a special memorandum was sent to all State N. Y. A. administrators, directing them to cooperate fully with the Army's recruiting drive. * * * This is the letter I sent out January 18, 1940, which was several months before this report was ever made or any charges were made:

"To: All State youth administrators.

"Subject: Army recruiting.

"Questions have come up in several States regarding recruiting among National Youth Administration youth by Army recruiting officers. I had a conference recently with representatives of the Army and we agreed upon the following arrangements:

"1. That National Youth Administration State administrators would furnish complete lists of young men employed on National Youth Administration projects to Army recruiting authorities whenever requested.

"2. That meetings, when so desired by the Army, would be arranged by the National Youth Administration so that Army representatives could come and explain to National Youth Administration workers who wish to attend such meetings the opportunities offered by the Army to young people.

"3. That there would be no recruiting on the project site or elsewhere during work hours. In other words, all activities would be limited to the two above provisions."

Then later, March 22, Mr. Woodring—

He was then Secretary of War—

stated that it was not necessary any longer to have us furnish lists or to hold meetings, but that they would handle their recruiting work as the Army handled it everywhere else.

Then finally, on July 30, 1941, Mr. Lasseter, Deputy Administrator of the National Youth Administration sent word out to Mr. Frank Welch, acting State administrator of Maine, and this letter went to every State youth administrator in the country, in which he said:

"Mr. Williams has just had a conference with Capt. F. E. M. Whiting who is in charge of recruiting for the Navy relative to the assistance which the National Youth Administration might render in furthering the enlistment of young men in the Navy.

"Mr. Williams would like to have as many as possible of the young men on National Youth Administration projects know of the opportunity for service with the Navy and hopes that a good percentage of enlistments will result therefrom.

"Mr. Williams is very anxious that the National Youth Administration offer every assistance that it can to the Navy and knows he can count on your full cooperation."

A charge was made that N. Y. A., under Mr. Williams, kept youth out of the armed services by its recruitment and training policies.

Concerning this accusation, Mr. Williams stated:

A slander has been applied here to the hundreds of thousands of finest American youth that we have, and that is that they tried to stay out of the Army and use the N. Y. A. as a refuge by which they could do it. * * * During the year of 1943, 15 out of every 100 young people in America went in the Army through the draft. * * * I cannot give you the percentage of young people that were volunteers during that year, but the 15 out of every 100 was the figure of those who were inducted through the draft. Now, during that same year, in 1943, of the 33,000 male youth of military age on N. Y. A., 8,026 were inducted into the armed forces through the draft, and 11,805 enlisted voluntarily in the Army that year. * * *

So that out of the 33,000 there were 19,831 that went into the Army, or 60 percent of those of military age went from the N. Y. A. into the Army that year. That is the only thing in which I have any very strong feeling in this whole business, to slander these boys when they are there dying today, which, to me, is unforgivable.

To summarize, 33,000, or 31.8 percent, of the male youth on N. Y. A. in 1943 were 18 years and over. Of these, 8,026 were drafted and 11,805 enlisted, as shown by actual records. So 60 percent of the N. Y. A. males of military age en-

tered the armed services in 1943. In comparison, 15 percent of all eligibles in the country were inducted through selective service that same year.

Mr. President, there is much more that I could say to the Senate on the issue involved in this nomination; but I understand that several other Senators desire to address the Senate this afternoon. I propose, if the occasion presents itself, to conclude my remarks at some future time. I could continue all afternoon, and probably for some time tomorrow before finishing what I have to say.

As I have indicated in the course of my remarks, the only thing that is hurtful to me is to note that so few Senators have been present during the consideration of this nomination, which I deem most important. I sincerely believe that if Senators will read the record, particularly the charges which were made against Aubrey Williams, and follow them through, they will unquestionably come to the same conclusion that I have reached.

When I attended the hearings before the committee I was skeptical about the qualifications of Mr. Williams because of the many conflicting letters and telegrams which I had received both for and against him, some of them containing charges against him, which I have discussed during the course of my remarks. As a United States Senator, I felt that it was my bounden duty to listen to the testimony and to elicit as much information as I could gather before reaching a conclusion.

As I stated on the floor of the Senate 2 or 3 days ago, this good man is fighting for his reputation. In World War No. 1 he risked his life in order that our Government might survive. Today his four sons are fighting to preserve our democracy—to preserve the Senate. I do not want to believe that Senators will not take the time to study the record and give their fellow American a fair and square deal.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Maurer, one of its reading clerks, announced that the House had agreed to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

PERSONAL STATEMENT

Mr. GUFFEY. Mr. President, yesterday the junior Senator from South Dakota [Mr. BUSHFIELD], in the course of his remarks, made several references to me. Today, I shall follow the precedent set by the late great Governor of New York, Gov. Alfred E. Smith, and read from the record. I am satisfied to rest my case upon what appears in the CONGRESSIONAL RECORD of yesterday and of June 12, 1943. Let me read in part what the Senator from South Dakota said yesterday:

Twice during recent months a Member of this body, JOE GUFFEY, of Pennsylvania, has attacked me without cause, provocation, or

justification. I have never crossed his path in his legislative work, or in his personal activities. There is no contact of any kind between us, nor has there been. I have never spoken an ill word of him personally; yet in spite of that Mr. GUFFEY delivered a vicious personal attack upon me, one that was clearly in violation of the rules of the Senate. I have no desire to quarrel with any Member of the Senate, or to cast any aspersions upon him. I have studiously refrained from making any comment upon this unwarranted libel.

Later in his remarks the Senator said:

The statements of Mr. GUFFEY are completely and utterly false insofar as they apply to me or to members of the Republican State committee of my State. The impression that he seeks to create by such statements is false. Not only that, but the Senator knew that the statements were false when he made the accusation against me.

Mr. President, that is all I am going to say about that particular individual, unless by his own actions he invites a complete review of his own record.

I should like to say to the Senator from South Dakota that he can examine my record from my day back to 1738, when the paternal side of my family came to this country from the north of Ireland, and he can go back to the days of William Penn, when the maternal side of my family arrived here with the Quakers, from England, and he is welcome to find in the record anything he cares to report about any ancestor of mine or about me.

Last week, in the statement I made about the corruption fund in Pennsylvania, I said:

They plan to spend this money in an unblushing attempt to buy the next election and do not intend to report its use to the public or to the appropriate committees of the Congress.

They dare try to do this because they got away with murder in South Dakota in 1942, when they let Senator BUSHFIELD use the \$18,000 of Republican money left over from the 1940 campaign.

* * * * *
Senator BUSHFIELD, by the way, was financed in his own campaign by Joe Pew and the other oily fat cats of Republican politics, as well as the du Ponts, Alfred Sloan, and Colonel McCormick, of the Chicago Tribune.

On June 12, 1943, I placed in the CONGRESSIONAL RECORD, as will be found beginning at page 5844 of the CONGRESSIONAL RECORD for June 12, 1943, in volume 89, part 4, the full, complete account of those who gave money to the campaign in South Dakota, as was reported by the treasurer of the South Dakota Republican Campaign Committee. The figures regarding South Dakota campaign contributions were taken from the office of the secretary of the State of South Dakota, filed there by Walter H. Burke, of Pierre, treasurer of the Republican State committee. The first public notice of those amounts of money was given in a small newspaper entitled "South Dakota To-day," a Democratic monthly published by the Democratic State committee, at Mitchell. The editor is Mr. E. H. Bremer, who was secretary to Senator Berry when Mr. Berry was Governor. Former Governor Berry lives in Belvidere. After I placed the figures in the CONGRESSIONAL RECORD on June 12, 1943, the Senator from South Dakota said:

I have been very greatly interested in the so-called disclosures of the junior Senator from the great State of Pennsylvania. We in South Dakota were very happy, I will say to the Senator, to have friends in his wonderful State who were able to assist us in the campaign for the preservation of the American Government. I am not so much concerned with the amount of money which friends in Pennsylvania contributed to the Republican Party in South Dakota, but we are tremendously inspired that we have a government in this country which permits individual Americans to accumulate and make enough money so that they can give this sort of contribution to their friends throughout the country, because we do not have anyone in our party who has such a distinguished signature that we can sell autographed campaign books for \$250 apiece to deserving Democrats.

Then I said the following:

I should like to ask the Senator from South Dakota if he will inform me, through the treasurer of the State committee, at an early date, what happened to the \$17,000 carried over at the end of the 1940 campaign. Was that expended in his behalf in the election of 1942? In the expense account of the Senator from South Dakota, as filed for 1942, it appears he received the total sum of \$4,000, including \$1,000 from Mabel Pew Perim and \$1,000 from J. N. Pew, Jr. He expended \$3,187.29, leaving a balance to his account of \$812.71. I presume he is saving that for the election 6 years from now. I should like to know about the \$17,000, what happened to it, who kept it, and when it was expended?

I cannot guarantee these reports. They were filed by the Republican State treasurer and certified to by the secretary of the Commonwealth, and countersigned by the treasurer of the State.

Mr. BUSHFIELD. Mr. President, I am glad to answer the question of the Senator from Pennsylvania, but I want to call attention at this time to the fact that he has not disclosed the names of the contributors to the Democratic campaign fund in South Dakota for either of those years, or how much money they had. We have not a Federal Treasury to carry on our campaigns in that section. We have to raise the money from successful Pennsylvanians.

Mr. GUFFEY. I will say to the Senator from South Dakota that the same information is available to him in South Dakota with respect to Democratic campaign contributions and expenses, which was available to me with respect to the Republican campaign contributions and expenses. I am sure the Senator will find that there was carried over no balance of \$17,000. I doubt if the Senator's opponent in that campaign had a total contribution of \$17,000 to run his whole campaign.

Mr. President, that is the record in the case, so far as what I have said is concerned. If that violates the rules of the Senate, I am sorry; but I do not think it does, as I understand them. I leave it to the Senate to determine who gave the correct facts about the contributions. I rest my case there.

APPROPRIATIONS FOR CIVIL FUNCTIONS OF THE WAR DEPARTMENT—CONFERENCE REPORT

As in legislative session, Mr. THOMAS of Oklahoma submitted the following report:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions

administered by the War Department, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendments of the Senate Nos. 1, 2, 3, 4, 5, 6, 7, and 8 and agree to the same.

ELMER THOMAS,
CARL HAYDEN,
JOHN H. OVERTON,
RICHARD B. RUSSELL,
ELBERT D. THOMAS,
JOSIAH W. BAILEY,
CHAN GURNEY,
C. WAYLAND BROOKS,
CLYDE M. REED,

Managers on the part of the Senate.

J. BUELL SNYDER,
JOHN H. KERR,
GEORGE H. MAHON,
W. F. NORRELL,
JOE HENDRICKS,
D. LANE POWERS,
ALBERT J. ENGEL,
FRANCIS CASE,

Managers on the part of the House.

The report was agreed to.

ADMINISTRATOR, RURAL ELECTRIFICATION ADMINISTRATION—AUBREY W. WILLIAMS

The Senate resumed the consideration of the nomination of Aubrey W. Williams, of Alabama, to be Administrator of the Rural Electrification Administration for a term of 10 years.

Mr. SHIPSTEAD. Mr. President, for the purpose of the RECORD, I wish to make a few remarks. I know that Senators desire to arrive at a vote on the confirmation of the nomination of Mr. Williams. I shall discuss a subject which I think is pertinent, to the issue, but which has been very lightly discussed, if at all, namely, the subject of the Rural Electrification Administration.

Approximately a year ago a subcommittee of the Senate Committee on Agriculture and Forestry was appointed to investigate complaints which had been made with regard to the administration of the Rural Electrification Administration. The subcommittee was entirely a bipartisan one. It served for 5 or 6 months, and approximately 2,000 pages of testimony and exhibits were presented before the subcommittee.

The subcommittee consisted of the late Senator Smith, of South Carolina, former Senator Gillette, of Iowa, the junior Senator from Vermont [Mr. AIKEN], the senior Senator from Mississippi [Mr. BILBO], and myself. As I have already said, the subcommittee was a bipartisan one. All testimony was given under oath. The subcommittee made a unanimous report signed by all members present. The Senator from Mississippi was ill most of the time and had to go to Rochester, Minn. He was not present when the report was signed. The unanimous report recommended that the administration of Rural Electrification be taken out of the Department of Agriculture and restored to its independence as it existed under the act of Congress approved May 20, 1936.

After the nomination of Mr. Williams was sent to the committee I took the position that it should be held up, because, in view of the testimony showing the

conditions throughout the country as they pertained to the R. E. A., no man could administer the agency as it had been administered at the beginning, and as it was intended to be administered by the Congress.

Mr. President, the Rural Electrification Administration was established on May 11, 1935, by Executive Order No. 7037. On May 20, 1936, by an act sponsored by the late Senator Norris, and Representative RANKIN, the R. E. A. was made an independent agency. By law it was intended that more specific rules and regulations, and directives, should be given to the Administrator than had been given under the Executive order.

I read paragraph 9 of the act:

This act shall be administered entirely on a nonpartisan basis, and in the employment of officials, the selection of employees, and in the promotion of any such officials or employees, no political test or qualification shall be permitted or given consideration, but all such appointments and promotions shall be given and made on the basis of merit and efficiency. If the Administrator herein provided for is found by the President of the United States to be guilty of a violation of this section, he shall be removed from office by the President, and any appointee or selection of officials or employees made by the Administrator who is found guilty of a violation of this act shall be removed by the Administrator.

Section 10 reads:

The Administrator shall present annually to the Congress not later than the 20th day of January in each year a full report of his activities under this act.

So much for the legislative history of the origin of the R. E. A.

Under the reorganization plan of July 1, 1939, the R. E. A. was transferred to the Department of Agriculture by an Executive order.

Mr. President, I ask unanimous consent to have printed in the RECORD at this point as a part of my remarks the statement which I made to the Committee on Agriculture in objection to the appointment of an Administrator of the R. E. A. at this time.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

This committee has been appointed in order to pass upon the qualifications of Mr. Aubrey Williams to be the next Administrator of the Rural Electrification Administration, or the R. E. A., as it is popularly called. This nomination by the President presents a very difficult and unusual problem.

Ordinarily, we merely have to pass upon the qualifications of a Presidential nominee. This, in itself, is a difficult enough task. But in the present nomination, we not only have to pass upon the qualifications of the candidate, but also, the kind of a job he has to fill. In this case, we cannot divorce the two.

Let me refresh the members of this committee with a few pertinent facts. On July 1, 1943, I duly introduced a resolution to investigate the functioning of R. E. A. since it was transferred to the Department of Agriculture, among other things.

Under that resolution, after nearly a year's work, a subcommittee of the Senate Committee on Agriculture and Forestry has made its report. It occupies 5 parts and consists of 2,179 pages of sworn testimony and exhibits. The subcommittee, with no dissenting votes, has also made an interim report on June 23, 1944.

I will not labor you with details, but there are a few simple facts in that report that should prove conclusively to this committee and this Congress that it is a waste of our time to pass upon the qualifications of this or any other candidate until the committee's recommendations are acted upon. Now, what did this committee investigating R. E. A. find?

In the first place, we found that when R. E. A. was independent it was a fine public agency that did a splendid public job and won the confidence of all:

"So long as this policy of independence prevailed, the record of the R. E. A. was outstanding and fulfilled the highest expectations of the President, the Congress, and the people of the United States. All employees were directly responsible to the Administrator. The Administrator was responsible to the Congress." (Interim report of the subcommittee of the Committee on Agriculture and Forestry pursuant to Senate Resolution 197, Investigation of the Administration of the Rural Electrification Act, June 23, 1944, p. 1.)

When the R. E. A. was transferred to the Department of Agriculture under the Reorganization Act of 1939 it was the unanimous opinion of all who were responsible for establishing this fine agency that it was to continue as a separate administration in the Department of Agriculture.

Likewise, if you examine the language of the Reorganization Act, you will note it is to the same effect. Section 5 of the Reorganization Act says:

"The Rural Electrification Administration and its functions and activities are hereby transferred to the Department of Agriculture and shall be administered in that Department by the Administrator of Rural Electrification Administration under the general direction and supervision of the Secretary of Agriculture."

The pertinent language that concerns us relates to the following words:

"Shall be administered * * * by the Administrator of Rural Electrification Administration under the general direction and supervision of the Secretary of Agriculture."

If the Congress wanted R. E. A. "gobbled up," it would not have used the language, "administered * * * by the Administrator of Rural Electrification Administration."

The fact is, the Secretary of Agriculture, Mr. Wickard, proceeded to take over and dominate R. E. A. completely.

As the subcommittee concluded, the authority of the Administrator was dissolved in various agencies of the Department of Agriculture:

"Centralization of authority and responsibility placed by the Congress in the person of the Administrator became dissipated among the various agencies of the Agricultural Department." (Interim report of the subcommittee of the Committee on Agriculture and Forestry, pursuant to S. Res. 197, June 23, 1944, p. 1.)

We do not have to go into details as to who caused it. The fact of the matter is that the authority placed by Congress in the office and person of the Administrator was "undermined," to use the exact language of the interim report. (Ibid, pp. 1 and 2, interim report.)

I also call your attention to the fact that this committee concluded that the Administrator was no longer Administrator in fact:

"There can be no doubt that the Administrator of the Rural Electrification Administration, appointed by the President and confirmed in that appointment by the United States Senate, is no longer the Administrator of the R. E. A. in fact." (Ibid, interim report, p. 2.)

What particularly concerned the committee was that, as a result of all this under-

mining, dissension arose in the administration of the R. E. A., resulting in "growing discord and distrust and disorganization within the R. E. A." (Ibid., interim report, p. 2.)

When R. E. A. was an independent agency things went along in fine shape. The conclusion of the committee makes this abundantly clear:

"During the early years of the Administration it was administered in accord with the spirit of the act and as an agency responsible to the Congress, or what is generally described as an independent agency. Throughout those years the Rural Electrification Administration gained the respect and the commendation of the Congress, as well as the people of the United States. It is fair to say that the Administration gained general approval and was singularly free from adverse criticism." (Ibid., interim report, p. 2.)

The opposite condition prevailed once R. E. A. was transferred to the Department of Agriculture. Here are the exact words of the report of the Senate committee investigating R. E. A.:

"The disintegration and demoralization of personnel in the R. E. A. since its integration into the Department of Agriculture is an outstanding contrast to the harmony and excellency of morale that appears to have existed prior thereto, and is an indictment of the Administration under the Agricultural Department." (Ibid., interim report, June 23, 1944, p. 4.)

In other words, we have a picture of orderly administration when R. E. A. was an independent branch of the Government, in accordance with the standards prescribed by the Congress.

The committee investigating the R. E. A. had a complete opportunity to examine the administration of R. E. A. under its former Administrator, Mr. Harry Slattery. We did not concern ourselves with personalities and the broad charges that are hurled at people when they disagree with one another. Rather, we confined ourselves to the facts. An examination of the background of Mr. Slattery shows that he was well qualified to undertake this job. I refer the committee to the summary of his record in part 4, on pages 1466 and 1467, which discloses his activities in the power field from 1907 to date, a period of nearly 37 years. Likewise, the committee had before it the record of his accomplishments and the work of R. E. A. during the 5 or more years he was Administrator. It is a splendid record, whether we judge the increase in allotments, the miles of line that were electrified, the number of systems, and particularly cooperatives that have been organized, the 1,300,000 or more farms that are receiving service, and related administrative accomplishments.

The policies that led to the successful administration of R. E. A. were evolved before the Department of Agriculture took over. They continued with many improvements under the former Administrator, Mr. Slattery, despite the continuous and needless obstruction of the Department of Agriculture.

I quote from the testimony of the former Administrator, Mr. Slattery:

"In the light of their continuous obstruction, bureaucracy, and red tape, this accomplishment is all the more remarkable." (Pt. 4 of the hearings before the subcommittee of the Committee on Agriculture and Forestry.)

When a man of this caliber voluntarily resigns it means that the situation has become intolerable.

Today we are confronted with the problem of selecting a new Administrator for the R. E. A. Note it is still to be continued in the same Department of Agriculture, despite the fact that the Senate committee investigating R. E. A. recommended that R. E. A. be made an independent agency "at the earliest possible date." (Ibid., interim report, p. 2.)

The record shows that there is a scandalous condition in R. E. A. that exists today and has existed ever since Mr. Wickard placed Mr. Neal out there in St. Louis. In my opinion, he has been placed out there illegally to take over the lawful powers of the Administrator. (See pt. 2 of the hearings, p. 200 and following; also p. 496 and following.)

Certain divisions, like the Applications and Loans Division, are vastly overstaffed. Why do you need a hundred or more people to make loans when major construction and loans have practically stopped?

Other technical divisions, like the Technical Standards Division, are punished and their staff is taken away because they won't play Mr. Wickard's and Mr. Neal's political game. The same is true of the Finance Division, the policing division of R. E. A. that really needs help to safeguard the bookkeeping and accounting records of nearly \$500,000,000 in R. E. A. funds.

In addition, all of the principal powers of the Administrator have been taken away from him and are either exercised by Mr. Wickard or someone else whom he designates. To illustrate, budget, the hiring and firing of personnel, the establishment of policy, in fact every major function has been taken over by Mr. Wickard or his agents. How can any Administrator run the R. E. A. under such political control?

If you look at the R. E. A. Act you will note that Congress intended to make it free from political domination. Mr. Wickard has ignored this plain language of the act of Congress. Mr. Neal, the man whom he has made actual administrator, was the defeated candidate for the governorship of New Hampshire.

No, the appointment of a new Administrator is no solution. Neither Mr. Williams nor any other man can clean up this political mess until R. E. A. is taken away from Mr. Wickard and made an independent branch of the Government once more.

If a man of Mr. Slattery's competence and background, with the full backing of this Senate Investigating Committee, could not administer the R. E. A. when the bureaucrats in the Department of Agriculture moved in, I believe this committee should defer the question of the appointment of any Administrator until this basic matter is cleared. This is not to be taken as any reflection upon the present candidate, as I am not discussing his merits or lack of merits. The record merely shows that it is impossible for anyone to do a good job until this agency is made an independent branch of the Government, responsible directly to the Congress and the President. I express the hope that the joint bill, "To reestablish the Rural Electrification Administration as an independent agency of the Government," as introduced by Senators WHEELER, AIKEN, and myself on January 15, 1945, will be given early consideration, after which we can turn to the question of a suitable Administrator for the R. E. A.

Mr. SHIPSTEAD. Mr. President, in my opinion it is as impossible now as it was before the subcommittee reported to consider the nomination of Aubrey Williams to be Administrator of the R. E. A. without examining in detail the administration of the R. E. A. since it was transferred to the Department of Agriculture.

In my remarks today I want to summarize quickly the high lights of the investigation of the R. E. A. I do so out of justice to the members of the Senate subcommittee who worked very earnestly and hard. Senator Smith has since died, and Senator Gillette is no longer a Member of the Senate. The Senator from Vermont [Mr. AIKEN] is present,

as well as the Senator from Mississippi [Mr. BILBO], and myself.

As a result of the resolution which I submitted, and the investigation which was conducted, the subcommittee of the Committee on Agriculture and Forestry made a unanimous report.

If I were to use one word to characterize the administration of R. E. A. under Secretary Wickard, as disclosed by the sworn testimony and documentary exhibits in the subcommittee hearings, I would use the word "maladministration."

An examination of the testimony discloses indisputable proof that Secretary Wickard looked upon R. E. A. as his own private hunting ground. The evidence is conclusive that practically from the time he assumed office, he tried to wreck this once fine agency. Let me refer to part 4 page 1436, of the Senate investigation of R. E. A. There we learn from such indisputable sources as the late Honorable George W. Norris, and the former Secretary of Agriculture, Mr. Wallace, that Mr. Wickard was out to destroy the independence of the R. E. A. back in 1941. So the recent charges by Mr. Wickard of maladministration are really another way of saying that he wanted to take over R. E. A. bag and baggage, and dominate it completely. Let me read the sworn testimony:

Mr. Wallace stated that Senator Pope was called to Washington and Wickard tentatively offered him the administration of the Rural Electrification Administration—"if the consent of the President could be secured." His proposal then was to have Mr. Krug of the Tennessee Valley Authority succeed Mr. Falkenwald of the Rural Electrification Administration; Mr. Parker to succeed Rural Electrification Administration's Mr. Winder; and a Mr. Blaisdell succeed Mr. Thaxton of Rural Electrification Administration in engineering.

He stated that Mr. Pope declined the offer for three reasons. He did not want to leave the Tennessee Valley Authority. He did not know anything about rural electrification, and he did not want to put himself in the position of pushing out Harry Slattery, who seems to have innumerable friends through the South and here in Washington.

"So," the then Vice President, Mr. Wallace, said, "that plan fell through." He then said:

Mr. Wickard's assistant concocted the idea of a general "blitzkrieg" to have the Secretary demand the resignation of the following Rural Electrification Administration key officials: Dr. Person, Mr. Winder, Mr. Thaxton, Mr. Falkenwald, and Mr. Nicholson, and simultaneously to request the President to move me into some other department or to ask for my resignation.

The Vice President, Mr. Wallace said:

I understand that a feeler at the White House on this got nowhere. (Pt. 4, pp. 1436 and 1437.)

As another illustration of the maladministration of R. E. A. under Secretary of Agriculture Wickard, I wish to invite the attention of the Senate to the committee's findings on Mr. Robert B. Craig, former Deputy Administrator of R. E. A. and Acting Administrator of R. E. A. He was a former school teacher. By a

House of Representatives

WEDNESDAY, MARCH 21, 1945

The House met at 12 o'clock noon, and was called to order by the Speaker.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

Our Father in Heaven, who hast given us life and the promise of spring, holy, holy is Thy name. Today we see Thy love in the beauty and prospect of nature, in the budding tree and flowering field, and in the numberless delights of Thy providence. Open our hearts to this inflow of divine order, for everything breathes the promise of new life. Thy prevailing goodness lays its hand upon us and calls us to manifold service. Our cup is so full that we know not where to begin to praise Thy holy name. May life be so sacred with us that we may bear a conscience void of offense and be earnest to every call of duty. O Voice of God, bless every silent advance, every defense of the truth, every combat with sin, and every triumph over wrong. Stimulate us with that faith that always greets the dawn rather than the setting sun—faith in Thee as our Father and in our fellowmen as our brothers and in the ultimate triumph of all things right. We ask it in our Saviour's name. Amen.

THE JOURNAL

The Journal of the proceedings of yesterday was read and approved.

WAR DEPARTMENT CIVIL FUNCTIONS APPROPRIATIONS BILL, 1946

Mr. SNYDER. Mr. Speaker, I call up the conference report on the bill (H. R. 2126) making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes, and ask unanimous consent that the statement be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see the proceedings of the House of March 10, 1945.)

The conference report was agreed to.

A motion to reconsider was laid on the table.

ANTILYNCHING BILL

Mr. POWERS. Mr. Speaker, I am happy the House has unanimously adopted the conference report of the civil functions War Department appropriation bill.

Mr. Speaker, at this time I place on the desk discharge petition No. 3 to discharge the Judiciary Committee from further consideration of H. R. 1698, a bill to assure persons within the juris-

diction of every State due process of law and equal protection of the laws, and to prevent the crime of lynching. This measure is popularly known as the antilynching bill. In our legislative program for the post-war period, the antilynching bill deserves high priority.

At this time I, therefore, wish to outline some of the more cogent reasons why the Seventy-ninth Congress should outlaw this heinous crime as speedily as possible. Five thousand one hundred and forty-four persons in the United States met death at the hands of the lynch mobs from 1889 through 1944. I do not need to point out that under mob law an individual needs only to be suspected or accused of an offense, not necessarily punishable by law, and without anything remotely resembling an opportunity to defend himself, is snatched up and put to death. Nor do I feel that it is necessary to go into all of the gory details of flogging, hanging, shooting, burning, and the other fiendish tortures by which the lynch sentence is executed. It is sufficient to say that these acts of unrestrained barbarism are committed in the greatest democracy in the world and, in the overwhelming majority of cases, by native white Americans.

Three thousand six hundred and eighty-eight victims of lynch mobs in the United States have been Negroes. Today every person who has made anything like a careful study of this problem agrees that as the yearly number of lynchings decline, more and more of its victims tend to be confined to members of the colored race. I, therefore, feel that it is incumbent to examine some of the facts known about lynching.

Mob violence is inconsistent with our laws of government and is indefensible regardless of the nature and gravity of the offense. It should be said that, however, that relatively few of the lynchings of Negroes resulted from accusations, well founded or not, that the lynched committed a felony like murder, robbery, rape, or arson.

My mind goes back to our experience with lynching immediately following World War No. 1. In 1917, according to the best available figures, 52 Negroes were murdered by the lynch mob; in 1918, the number increased to 63; and in 1919, lynching spiraled to 79. Ten of the lynchees in 1918 were soldiers or ex-soldiers and there is little question but that these men were slain simply because they had tasted a little freedom, a little travel, and had a little pride in the part they played in the Army that fought for democracy.

If 10 Negro soldiers or ex-soldiers were lynched in the first year they returned to this country after World War No. 1, what can we expect will be the fate

of almost a million Negro soldiers and sailors who have had several years of service and have seen duty in many foreign countries after World War No. 2? Hundreds of thousands of these Negroes are from the South and will return there after the war.

We have some experience to guide us here. On April 3, 1941, Pvt. Felix Hall, a volunteer, was found hanging from a tree at Fort Benning, Ga. He was clad in the uniform of the United States Army. I have here a clipping from the Plaindealer, published in Kansas City, Kans., dated March 16, 1945, which states that on Tuesday, March 13, a group of civilian police in Jackson, Miss., severely beat with blackjacks a group of Negro overseas veterans because they were fraternizing with some white soldiers whom they met in the railroad station at Jackson. These men had fought together overseas and had congregated in the lobby of the station between the Negro and white waiting room. "The police, seeking to preserve southern custom," the article stated, "informed the men that they could not mingle together in Mississippi." When they did not immediately break up the conversation, the story continued, civilian police, armed with sawed-off shotguns and tommy guns, beat the Negro soldiers about the head with blackjacks and forced them to immediately board their train en route to Camp Shelby. I do not wish to be pessimistic, but if this sort of thing can happen here in the midst of a war, it is only reasonable to assume that this is but a foretaste of what will come afterward. In connection with this general problem of civilian brutality against Negro members of the armed forces during the war, I think that it is significant that the War Department has been so moved by the gravity of the situation that, at its request, a bill, H. R. 1528, was introduced in the Seventy-ninth Congress to make unlawful an assault by a civilian on a member of the armed forces a Federal offense.

I am concerned about the violence that has been, and is being, perpetrated upon the Negro soldier and the Negro veteran. I am equally concerned about the wide-scale violence that we may reasonably expect after cessation of hostilities. There is no room in America for lynchings; there is no room in America for race riots. This must apply particularly to the post-war period. We, as a Nation, are preparing to take our rightful place of leadership in world democracy. That democracy for which men fought and died is not, and must not be a democracy labeled "for white Europeans and white North Americans—only." It must be a democracy for all of the nations and all of the peoples of the world. We will

til tomorrow, Thursday, March 22, 1945, at 12 o'clock meridian.

NOMINATIONS

Executive nominations received by the Senate March 21 (legislative day of March 16), 1945:

DIPLOMATIC AND FOREIGN SERVICE

Fletcher Warren, of Texas, now a Foreign Service officer of class 2, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to Nicaragua.

Frederick B. Lyon, of Michigan, to be a Foreign Service officer of class 4, a secretary in the Diplomatic Service, and a consul general of the United States of America.

CONFIRMATIONS

Executive nominations confirmed by the Senate March 21 (legislative day of March 16), 1945:

POSTMASTERS

KANSAS

Lorraine C. Mills, Bunkerhill.

KENTUCKY

Violette G. Thomas, Owingsville.
Katheryn E. Short, Van Lear.

RHODE ISLAND

Alexander P. Bates, Oak Lawn.

TEXAS

Hubert John Risinger, Bandera.
Granville M. Knox, Bertram.

WISCONSIN

George W. Rickeman, Helenville.
Gene F. Guay, Peshtigo.

[PUBLIC LAW 24—79TH CONGRESS]

[CHAPTER 45—1ST SESSION]

[H. R. 2126]

AN ACT

Making appropriations for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the fiscal year ending June 30, 1946, for civil functions administered by the War Department, and for other purposes, namely:

QUARTERMASTER CORPS

CEMETERIAL EXPENSES

For maintaining and improving national cemeteries, including fuel for and pay of superintendents and the superintendent at Mexico City, and other employees; purchase of grave sites; purchase of tools and materials; purchase (not to exceed one used), repair, maintenance, and operation of passenger-carrying motor vehicles; care and maintenance of the Arlington Memorial Amphitheater, chapel, and grounds in the Arlington National Cemetery, and that portion of Congressional Cemetery to which the United States has title and the graves of those buried therein, including Confederate graves, and including the burial site of Pushmataha, a Choctaw Indian chief; repair to roadways but not to more than a single approach road to any national cemetery constructed under special Act of Congress; for headstones or markers for unmarked graves of soldiers, sailors, and marines under the Acts approved March 3, 1873, February 3, 1879, February 26, 1929, and April 18, 1940 (24 U. S. C. 279–280b), and civilians interred in post cemeteries; for repairs and preservation of monuments, tablets, roads, fences, and so forth, made and constructed by the United States in Cuba and China to mark the places where American soldiers fell; care, protection, and maintenance of the Confederate Mound in Oakwood Cemetery at Chicago, the Confederate Stockade Cemetery at Johnstons Island, the Confederate burial plats owned by the United States in Confederate Cemetery at North Alton, the Confederate Cemetery, Camp Chase, at Columbus, the Confederate Cemetery at Point Lookout, and the Confederate Cemetery at Rock Island; and for care and maintenance of graves used by the Army for burials in commercial cemeteries, \$1,658,700: *Provided*, That no railroad shall be permitted upon any right-of-way which may have been acquired by the United States leading to a national cemetery, or to encroach upon any roads or walks constructed thereon and maintained by the United States: *Provided further*, That no part of this appropriation shall be used for repairing any roadway not owned by the United States within the corporate limits of any city, town, or village.

SIGNAL CORPS

ALASKA COMMUNICATION SYSTEM

For operation, maintenance, and improvement of the Alaska Communication System, including travel allowances and travel in kind as authorized by law, and operation and maintenance of passenger-carrying vehicles, \$227,840, to be derived from the receipts of the Alaska Communication System which have been covered into the Treasury of the United States, and to remain available until the close of the fiscal year 1947: *Provided*, That the Secretary of War shall report to Congress the extent and cost of any extensions and betterments which may be effected under this appropriation.

CORPS OF ENGINEERS

RIVERS AND HARBORS AND FLOOD CONTROL

To be immediately available and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, and to remain available until expended: *Provided*, That the services of such additional technical and clerical personnel as the Secretary of War may deem necessary may be employed only in the Office of the Chief of Engineers, to carry into effect the various appropriations for rivers and harbors and flood control, surveys, and preparation for and the consideration of river and harbor and flood control estimates and bills, to be paid from such appropriations: *Provided further*, That the expenditures on this account for the fiscal year 1946 shall not exceed \$662,000, and the Secretary of War shall each year, in the Budget, report to Congress the number of persons so employed, their duties, and the amount paid to each: *Provided further*, That any appropriation for civil functions under the Corps of Engineers for the fiscal year 1946 shall be available for contracting in such manner as the Secretary of War may determine to be in the public interest without regard to the provisions of section 3709 of the Revised Statutes or section 3 of the River and Harbor Act of August 11, 1888.

RIVERS AND HARBORS

For the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable in the interests of commerce and navigation; for survey of northern and northwestern lakes and other boundary and connecting waters as heretofore authorized, including the preparation, correction, printing, and issuing of charts and bulletins and the investigation of lake levels; for prevention of obstructive and injurious deposits within the harbor and adjacent waters of New York City; for expenses of the California Débris Commission in carrying on the work authorized by the Act approved March 1, 1893, as amended (33 U. S. C. 661, 678, and 683); for removing sunken vessels or craft obstructing or endangering navigation as authorized by law; for operating and maintaining, keeping in repair, and continuing in use without interruption any lock, canal (except the Panama Canal), canalized river, or other public works for the use and benefit of navigation belonging to the United States, including

maintenance of the Hennepin Canal in Illinois; for payment annually of tuition fees of not to exceed fifty student officers of the Corps of Engineers at civil technical institutions under the provisions of section 127a of the National Defense Act, as amended (10 U. S. C. 535); for examinations, surveys, and contingencies of rivers and harbors; for the execution of detailed investigations and the preparation of plans and specifications for projects heretofore or hereafter authorized; for printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, including such printing as may be authorized by the Committee on Printing of the House of Representatives, either during a recess or session of Congress, of surveys authorized by law, and such surveys as may be printed during a recess of Congress shall be printed, with illustrations, as documents of the next succeeding session of Congress, and for the purchase in the fiscal year 1946, of not to exceed two hundred used motor-propelled passenger-carrying vehicles and five motorboats: *Provided*, That no part of this appropriation shall be expended for any preliminary examination, survey, project, or estimate not authorized by law, \$44,508,000: *Provided*, That from this appropriation the Secretary of War may, in his discretion and on the recommendation of the Chief of Engineers based on the recommendation by the Board of Rivers and Harbors in the review of a report or reports authorized by law, expend such sums as may be necessary for the maintenance of harbor channels provided by a State, municipality, or other public agency, outside of harbor lines and serving essential needs of general commerce and navigation, such work to be subject to the conditions recommended by the Chief of Engineers in his report or reports thereon: *Provided further*, That no appropriation under the Corps of Engineers for the fiscal year 1946 shall be available for any expenses incident to operating any power-driven boat or vessel on other than Government business.

FLOOD CONTROL

Flood control, general: For the construction and maintenance of certain public works on rivers and harbors for flood control, and for other purposes, in accordance with the provisions of the Flood Control Act, approved June 22, 1936, as amended and supplemented, including printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, and for the purchase in the fiscal year 1946, of not to exceed forty used motor-propelled passenger-carrying vehicles and one motorboat, and for preliminary examinations, surveys, and contingencies in connection with the flood control, \$24,172,000: *Provided*, That funds appropriated herein may be used for flood-control work on the Salmon River, Alaska, as authorized by law: *Provided further*, That funds appropriated herein may be used to execute detailed surveys, and prepare plans and specifications, necessary for the construction of flood-control projects heretofore or hereafter authorized or for flood-control projects considered for selection in accordance with the provisions of section 4 of the Flood Control Act approved June

28, 1928, and section 3 of the Flood Control Act approved August 18, 1941 (55 Stat. 638) : *Provided further*, That the expenditure of funds for completing the necessary surveys shall not be construed as a commitment of the Government to the construction of any project : *Provided further*, That no part of appropriations made available to the Secretary of Agriculture for preliminary examinations and surveys, as authorized by law, for run-off and water-flow retardation and soil-erosion prevention on the watersheds of flood-control projects, shall be obligated for initiating work upon new projects or for prosecuting work upon projects heretofore commenced, unless they accord with priorities specifically approved by the Secretary of War and the Secretary of Agriculture.

Flood control, Mississippi River and tributaries: For prosecuting work of flood control in accordance with the provisions of the Flood Control Act approved May 15, 1928, as amended (33 U. S. C. 702a), including printing and binding, newspapers, lawbooks, books of reference, periodicals, and office supplies and equipment required in the Office of the Chief of Engineers to carry out the purposes of this appropriation, and for the purchase, in the fiscal year 1946 of not to exceed fifty used motor-propelled passenger-carrying vehicles, \$30,000,000.

Emergency fund for flood control on tributaries of Mississippi River: For rescue work and for repair or maintenance of any flood-control work on any tributaries of the Mississippi River threatened or destroyed by flood, in accordance with section 9 of the Flood Control Act, approved June 15, 1936 (49 Stat. 1508), \$500,000.

Flood control, Sacramento River, California: For prosecuting work of flood control, Sacramento River, California, in accordance with the provisions of Acts approved March 1, 1917, May 15, 1928, and August 26, 1937, as modified by the Act of August 18, 1941 (33 U. S. C. 703, 704; 50 Stat. 849; 55 Stat. 638-651), \$2,050,000.

MISCELLANEOUS CIVIL WORKS

Maintenance and Operation, Certain Federal Water Mains Outside the District of Columbia: For the maintenance, operation, improvement, extension, and protection of Federal water lines located outside the District of Columbia required to serve nearby Government establishments and facilities with water from the water supply system of the District of Columbia, including interconnections with other water systems for emergency use wherever located, to be immediately available and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, \$12,000.

UNITED STATES SOLDIERS' HOME

For maintenance and operation of the United States Soldiers' Home, to be paid from the Soldiers' Home permanent fund, \$1,213,600: *Provided*, That this appropriation shall not be available for the payment of hospitalization of members of the home in United States Army hospitals at rates in excess of those prescribed by the Secretary of War, upon the recommendation of the Board of Commissioners of the home and the Surgeon General of the Army.

THE PANAMA CANAL

For every expenditure requisite for and incident to the maintenance and operation, sanitation, and civil government of the Panama Canal and Canal Zone, and construction of additional facilities, including the following: Compensation of all officials and employees; foreign and domestic newspapers and periodicals; lawbooks; textbooks and books of reference; printing and binding, including printing of annual report; personal services in the District of Columbia, purchase (not to exceed twelve used), maintenance, repair, and operation of motor-propelled and horse-drawn passenger-carrying vehicles; claims for damages to vessels, cargo, crew, or passengers, as authorized by section 10 of title 2, Canal Zone Code, as amended (54 Stat. 387); claims for losses of or damages to property arising from the conduct of authorized business operations; claims for damages to property arising from the maintenance and operation, sanitation, and civil government of the Panama Canal, and construction of additional facilities; acquisition of land and land under water, as authorized in the Panama Canal Act; expenses incurred in assembling, assorting, storing, repairing, and selling material, machinery, and equipment heretofore or hereafter purchased or acquired for the construction of the Panama Canal which are unserviceable or no longer needed, to be reimbursed from the proceeds of such sale; expenses incident to conducting hearings and examining estimates for appropriations on the Isthmus; expenses incident to any emergency arising because of calamity by flood, fire, pestilence, or like character not foreseen or otherwise provided for herein; travel expenses when prescribed by the Governor of the Panama Canal to persons engaged in field work or traveling on official business; not to exceed \$2,000 for travel and subsistence expenses of members of the police and fire forces of the Panama Canal incident to their special training in the United States; transportation, including insurance, of public funds and securities between the United States and the Canal Zone; purchase, construction, repair, replacement, alteration, or enlargement of buildings, structures, equipment, and other improvements; and for such other expenses not in the United States as the Governor of the Panama Canal may deem necessary best to promote the maintenance and operation, sanitation, and civil government of the Panama Canal, and construction of additional facilities, all to be expended under the direction of the Governor of the Panama Canal and accounted for as follows:

For maintenance and operation of the Panama Canal: Salary of the Governor, \$10,000; contingencies of the Governor, to be expended in his discretion, not exceeding \$3,000; purchase, inspection, delivery, handling, and storing of materials, supplies, and equipment for issue to all departments of the Panama Canal, the Panama Railroad, other branches of the United States Government, and for authorized sales; payment in lump sums of not exceeding the amounts authorized by the Injury Compensation Act approved September 7, 1916 (5 U. S. C. 793), to alien cripples who are now a charge upon the Panama Canal by reason of injuries sustained while employed in the construction of the Panama Canal; relief payments authorized by the Act approved July 8, 1937 (50 Stat. 478); and not to exceed \$7,200 for deposit in the general fund of the Treasury for cost of penalty mail for offices

of the Panama Canal in the United States as required by section 2 of the Act of June 28, 1944 (Public Law 364); in all, \$4,137,000, together with all moneys arising from the conduct of business operations authorized by the Panama Canal Act.

For sanitation, quarantine, hospitals, and medical aid and support of the insane and of lepers and aid and support of indigent persons legally within the Canal Zone, including expenses of their deportation when practicable, the purchase of artificial limbs or other appliances for persons who were injured in the service of the Isthmian Canal Commission or the Panama Canal prior to September 7, 1916, additional compensation to any officer of the United States Public Health Service detailed with the Panama Canal as chief quarantine officer, and payments of not to exceed \$50 in any one case to persons within the Government service who shall furnish blood from their veins for transfusion to the veins of patients in Panama Canal Hospitals, \$1,784,200.

For civil government of the Panama Canal and Canal Zone, including gratuities and necessary clothing for indigent discharged prisoners, \$1,377,000.

Construction of additional facilities Panama Canal: For construction of additional facilities for the improvement and enlargement of the capacity of the Panama Canal, in accordance with the Act of August 11, 1939 (53 Stat. 1409), including reimbursements to the appropriations for "Maintenance and operation, sanitation, and civil government, Panama Canal", in such amounts as the Governor of the Panama Canal shall from time to time determine to be additional costs incurred for the objects specified in said appropriations on account of the prosecution of the work; in all, \$810,600.

Total, Panama Canal, \$8,108,800, to be available until expended.

In addition to the foregoing sums there is appropriated for the fiscal year 1946 for expenditures and reinvestment under the several heads of appropriation aforesaid, without being covered into the Treasury of the United States, and to remain available until expended, all moneys received by the Panama Canal during the fiscal year 1946 and prior fiscal years (exclusive of net profits for such prior fiscal years) from services rendered or materials and supplies furnished to the United States, the Panama Railroad Company, the Canal Zone government, or to their employees, respectively, or to the Panama Government, from hotel and hospital supplies and services; from rentals, wharfage, and like service; from labor, materials, and supplies and other services furnished to vessels other than those passing through the Canal, and to others unable to obtain the same elsewhere; from the sale of scrap and other byproducts of manufacturing and shop operations; from the sale of obsolete and unserviceable materials, supplies, and equipment purchased or acquired for the operation, maintenance, protection, sanitation, and government of the Canal and Canal Zone; and any net profits accruing from such business to the Panama Canal shall annually be covered into the Treasury of the United States.

There is also appropriated for the fiscal year 1946 for the operation, maintenance, and extension of waterworks, sewers, and pavements in the cities of Panama and Colon, to remain available until expended, the necessary portions of such sums as shall be paid during

that fiscal year as water rentals or directly by the Government of Panama for such expenses; and notwithstanding the transfer of the waterworks and sewer systems pursuant to the joint resolution approved May 3, 1943 (Public Law 48), any unexpended balances of the sums appropriated by this paragraph, together with the unexpended balances of sums appropriated for the same purpose in prior fiscal years, shall be immediately available and shall remain available until expended for the purposes for which appropriated.

SEC. 2. No part of any appropriation contained in this Act shall be used directly or indirectly, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama: *Provided, however*, (1) That, notwithstanding the provision in the Act approved August 11, 1939 (53 Stat. 1409), limiting employment in the above-mentioned positions to citizens of the United States from and after the date of the approval of said Act, citizens of Panama may be employed in such positions; (2) that at no time shall the number of Panamanian citizens employed in the above-mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone; (3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered fifteen or more years of faithful and honorable service on the Canal Zone; (4) that in the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education; (5) that all citizens of Panama and the United States rendering skilled, technical, clerical, administrative, executive, or supervisory service on the Canal Zone under the terms of this Act (a) shall normally be employed not more than forty hours per week, (b) may receive as compensation equal rates of pay based upon rates paid for similar employment in continental United States plus 25 per centum; (6) this entire section shall apply only to persons employed in skilled, technical, clerical, administrative, executive, or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company whose stock is owned wholly or in part by the United States Government: *Provided further*, That the President may suspend from time to time in whole or in part compliance with this section in time of war or national emergency if he should deem such course to be in the public interest.

SEC. 3. No part of any appropriation contained in this Act shall be used to pay the salary or wages of any person who advocates, or who is a member of an organization that advocates, the overthrow of the Government of the United States by force or violence: *Provided*, That for the purposes hereof an affidavit shall be considered prima facie evidence that the person making the affidavit does not advocate, and is not a member of an organization that advocates, the overthrow of the Government of the United States by force or violence: *Provided further*, That any person who advocates, or who is a member of an organization that advocates, the overthrow of the Govern-

ment of the United States by force or violence and accepts employment the salary or wages for which are paid from any appropriation in this Act shall be guilty of a felony and, upon conviction, shall be fined not more than \$1,000 or imprisoned for not more than one year, or both: *Provided further*, That the above penalty clause shall be in addition to, and not in substitution for, any other provisions of existing law.

SEC. 4. The Governor of the Panama Canal is hereby authorized to employ by contract or otherwise without regard to section 3709, Revised Statutes, and at such rates (not to exceed \$50 per day for individuals exclusive of necessary travel expenses) as he may determine, the services of architects, engineers, and other technical and professional personnel, or firms or corporations thereof, as may be necessary.

SEC. 5. Appropriations for the Military Establishment and for civil functions administered by the War Department for the fiscal year 1946 may be used for carrying into effect the Act entitled "An Act to provide for the settlement of claims for damage to or loss or destruction of property or personal injury or death caused by military personnel or civilian employees, or otherwise incident to activities, of the War Department or of the Army", approved July 3, 1943.

SEC. 6. This Act may be cited as the "War Department Civil Appropriation Act, 1946".

Approved March 31, 1945.